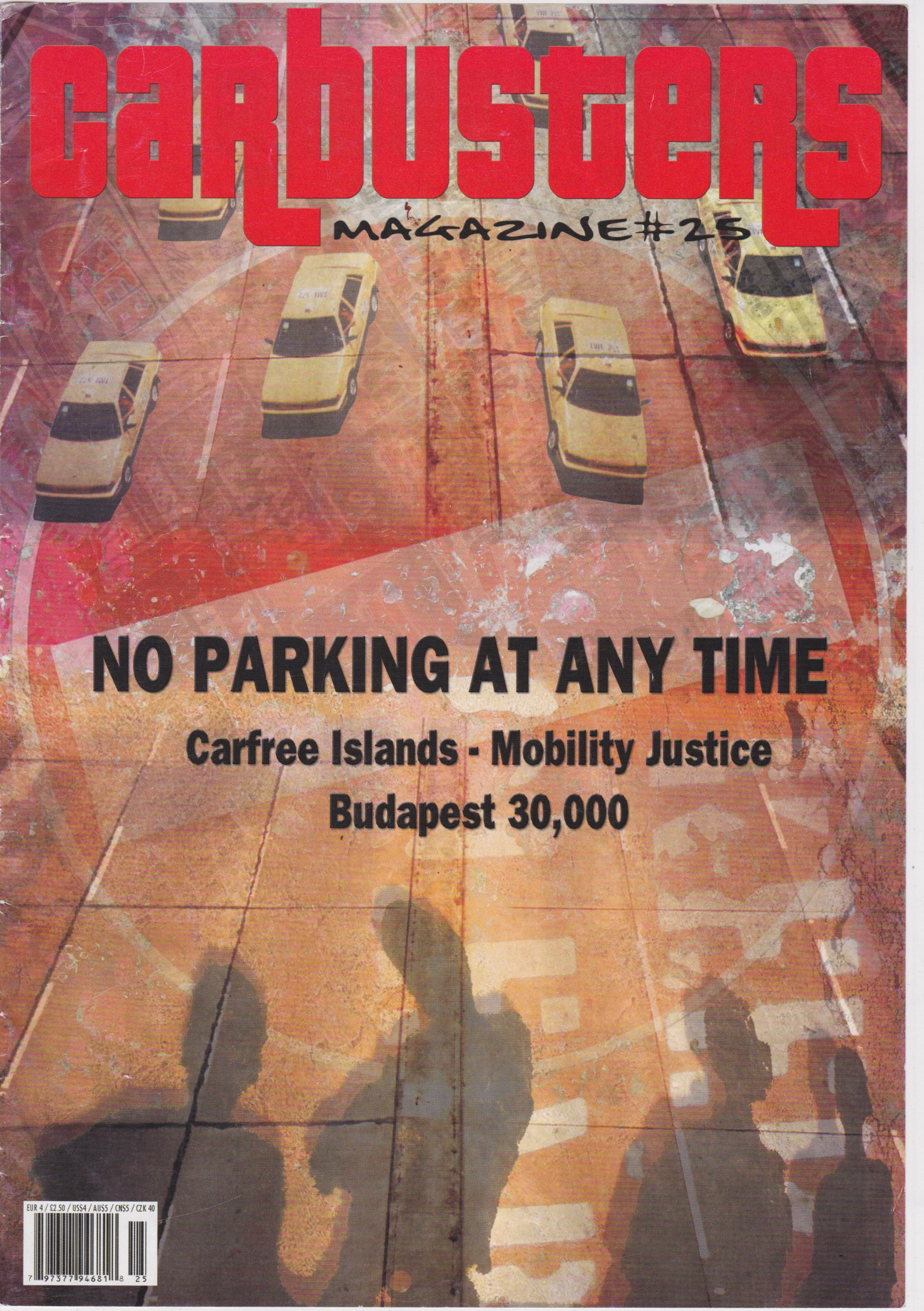
carbusters

MAGAZINE#25



NO PARKING AT ANY TIME

Carfree Islands - Mobility Justice

Budapest 30,000

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carbusters
MAGAZINE

OCT.-DEC. 2005
No. 25

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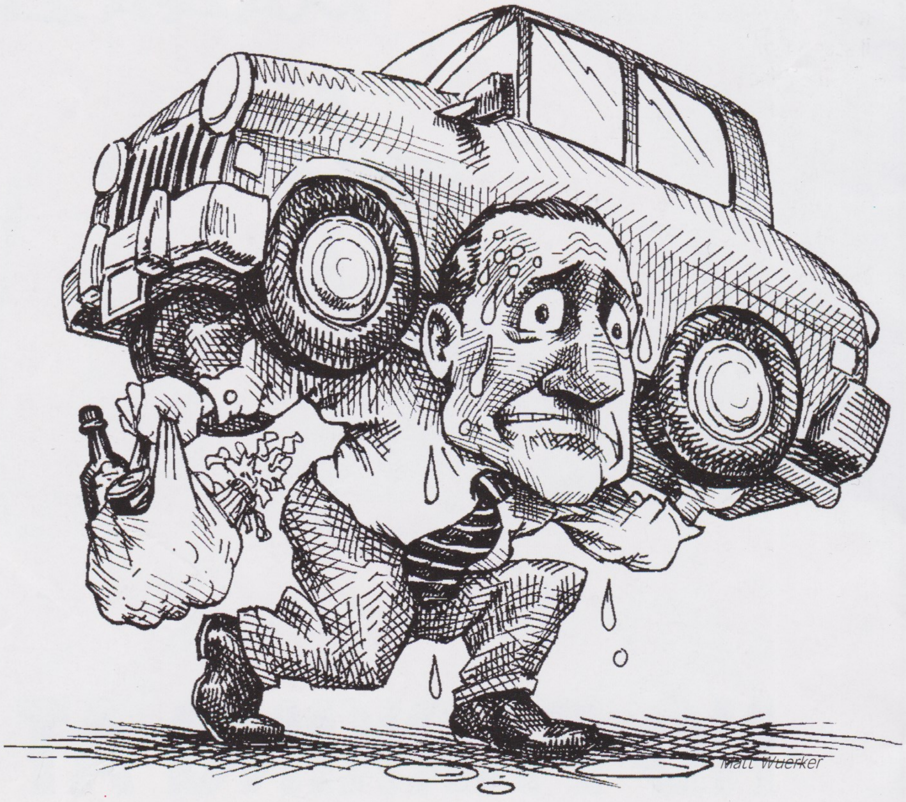

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Making Moves

This 25th glorious issue of *Carbusters* finds itself with a new look and a new name...almost. *Carbusters* is now one word, not two. Perhaps we were looking for ways to reinvent ourselves without actually reinventing ourselves – because after 25 issues of covering all things carfree, it seems that the world is ever more receptive to the message.

The rising price of petrol is leading governments around the world to encourage their citizens to drive less. Even Bush and Blair gave such pep talks to the populace, as did automobile clubs in both countries. People are carpooling, testing out their local public transport, and maybe cleaning the mud off that mountain bike and starting to pedal it around town. Even if saving money is the motivating factor, carfree alternatives have become welcome in places where the dominance of the automobile was rarely questioned. Still, interest in transforming districts or neighbourhoods into carfree areas has yet to take hold.

This past World Carfree Day, your Prague-based staff were inundated with press requests from international outlets, such as the BBC, as well as local newspapers and radio stations. The media and the general public are interested in the alternatives. And we are hearing from new groups, Turkey for example, where the carfree movement is developing apace.

World Carfree Network now has 53 member organisations, after only two years in operation. The solidarity among them has been impressive. First there was a support campaign for member group Work for a Better Bangladesh's fight against rickshaw bans in Dhaka. Then more recently, we've launched a campaign to assist member group Time's Up! and the harassed cyclists of New York City.

What started as a simple screening of *Still We Ride* at Towards Carfree Cities V in Budapest has mushroomed into an international campaign highlighting the injustice suffered by Critical Mass participants at the hands of New York City police officers.

These support campaigns fall under the umbrella of the Mobility Justice Project, introduced by our own Arie Farnam on page 20. The project speaks up for those discriminated against because they cannot or will not get behind the wheel of a car.

The latest conference (page 9) introduced us to the Young Greens (Zöfi) and their Hungarian version of *Carbusters*. In Budapest, carfree ideas are spreading in a concrete way as groups like Zöfi are active making projects on a local level. And it is clear that Zöfi is riding a wave of mounting support for cycling and alternative transportation, as Justin Hyatt writes on page 18. Critical Mass bike rides there have swelled to 30,000 participants – a sizeable community demanding change from a government reluctant to put bike lanes in the city because it believes there is not enough interest.

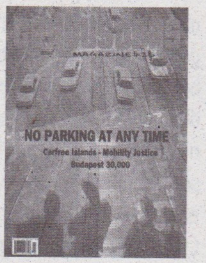
Next year's conference in Bogotá, Colombia will be the first time that the Towards Carfree Cities series crosses the Atlantic, expanding the network's profile in Latin America.

Now that the movement has the spotlight we should take advantage of the media coverage and public interest, translating ideas into permanent change, as has been accomplished in Bogotá. At a local level, groups could start to build lists of people who want to live in a carfree area, then look at brownfield sites and approach developers, financers and municipal leaders.

At the Budapest conference, JH Crawford laid the foundation – even if it was made from clay – for a carfree neighbourhood, as he led a group of participants in constructing a clay maquette (page 24). This could be just the beginning for massive public participation in the way cities and neighbourhoods are built. The maquette, after it was poked over and discussed by local architects and planners, was left on a busy square in Budapest for the curious gazes of passers-by. One city block was ceremoniously tossed into the Danube in the hopes that the river would take the ideas it embodied and spread it to cities around Europe...and the world.

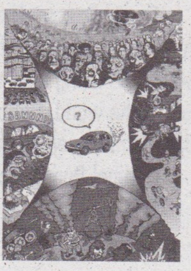
And so, even if the automobile armies continue their onward march and the pollution hangs like a damp cloth over our enthusiasm, we will still enjoy the ride and make the most out of our cities. Here is to another 25 issues of *Carbusters* and to a bottomless well of energy and enthusiasm.

- Steven Logan and Randy Ghent



Front Cover:

design by Tanja Eskola
Unfortunately, this will be Tanja's last cover design as she leaves *Carbusters* to return to Finland. We have Tanja to thank for our new look. We'll miss her creative and magical work with design.



Back Cover:

by François Meloche
Readers will notice that there is no text in the bubble above the driver. We want to know what you think the driver is saying. We will print all of the responses in the next issue and give a one-year subscription to the best one.

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Carbusters Magazine is a project of: world carfree network www.worldcarfree.net

letters

Cacti vs. Pedestrians

Here in Texas there is much official noise that people need to walk more, but there is a general consensus that there is nowhere to walk. This is odd because the city and state own land on both sides of most of our roads. This is public land set aside for transportation purposes. It's the place where a sidewalk would be, if there were a sidewalk. In short, it is the pedestrian right-of-way.

This means that we can have a place to walk at very low cost. All the city has to do is to affirm the public to walk in the pedestrian right-of-way, and the obligation of landowners and the city to keep the right-of-way walkable.

But so far, the city of Austin takes the view that the right of homeowners to plant cactus in the pedestrian right-of-way overrides the right of the public to walk safely. Pedestrians, including children, must walk in the street with the cars.

Texas has passed the Safe Routes to School Act and Austin's mayor says the city is going to be the fitness and clean energy capital of the world.

Meanwhile, the city blithely gives away public transportation land, for the purposes of planting cacti because walking is not considered transportation. Nothing is valued here unless it costs lots of money and involves pouring concrete. Since walking in the right-of-way is free, it just can't be important.

Some of us hope to change this situation.

Amy Babich
Texas, USA

Keep the Name

After discovering your magazine several years ago, I finally brought myself to purchase a copy, along with a few books and other ammunition (and made a small donation). Apart from being very impressed with the quality of the magazine and wishing I had subscribed much earlier, I was struck by one person's comment that *Carbusters* was an inappropriate name for a magazine trying to convince people not to drive their cars.

Correct me if I'm wrong, but I suspect that most of your readers are already convinced that car culture is taking us in the wrong direction, and that your greatest value is as an asset to us both as a source of information, and a source of motivation for maintaining momentum in this movement. If so, you can be as critical and cynical about cars as you like! It's up to the rest of us readers to remember, when talking to neighbours and family, that we live in a society where a person who hates cars is regarded as a bit eccentric.

Ryano
Tokyo, Japan

Dumbers, er, Hummers

A comment about your observations on the US price of petrol rising to a realistic level for the first time (it is now over US$3).

The problem is that the US economy is predicated on cheap petroleum prices, a belief that natural resources are limitless, and a suspicion of government action. The government has had its head up its ass since the 1973 oil crisis and has done little to educate the public about the necessity of weaning itself from foreign oil. Legislators have set the tax policy to favour "gas guzzling" SUVs and have let the auto manufacturers slide on the CAFE (Corporate Average Fuel Economy) standards.

So, while a car like the Smart which is built in an environmentally friendly fashion and gets 60 mpg is being built and sold throughout the rest of the world, Detroit sells the citizens of the USA Dumbers, er, Hummers.

Michael Bannerman
USA

- READER SURVEY -

☐ The name *Carbusters* is terrific! Change the name and I start giving my money to *Car and Driver* magazine.

☐ The name *Carbusters* is terrible and alientates potential subscribers. I prefer the name ______________.

☐ I am indifferent. Do whatever the hell you want. See if I care.

☐ This survey isn't worth the money I would spend on the stamp.

Send your reply to:
***Carbusters* Magazine,** Krátká 26, 100 00 Prague 10, Czech Republic ... or via e-mail: <info@carbusters.org>.

A Rhetorical Question

The company I work for supercharges V8s, upgrades SUVs and builds outrageous fast cars for wealthy people. Our business is based on over-the-top vehicles. I, however, ride my bike about three miles to and from work along the beach on a boardwalk and up a small hill. When I finish work I sail and watch sunsets with my wife.

I used to drive every day and got a blood clot in my right leg from the mileage. I have never felt better than I do now and I thoroughly recommend it. In America, cyclists are called "bicyclists." A burgulary is referred to as being "burgularised." Why are car drivers not car-ists?

Alex Hazzard
California, USA

Evangelist Apologises

I read your World News article about oil exploitation in Israel [*see* Carbusters *#23*]. As an Evangelical Christian who cares about this world, I would like to apologise for the actions of many people in the church and for the terrible track record that Christians and those claiming to be Christians have when it comes to the environment.

Some of us do see the mess around us and care. My wife and I are working to make an environmentally sound Christian arts community in Germany. It's a small step, but we want to be a part of the solution, not the problem. If you are wondering, we don't have a car, so we won't be buying from Zion Oil.

Andy Evans
Germany

Disabled Car Users?

A segment of the population that *Carbusters* readers often forget are the physically disabled. Not everyone can ride a bicycle. And disabled people who live in rural areas depend upon private automobiles to get to the urban medical and commercial centres. I used to work in physical rehabilitation and there are a lot more of those folks then most bicyclists realise.

It will be a long time before public transit will be available to people to live in rural farms, ranches, etc. Until then, the private automobile is the only option for many of our fellow citizens.

Carman Gentile
Eureka, California, USA

Celebrating Carfree Day

I will celebrate the occasion by taking my car to work, since there will probably be less cars on the beautiful highway.

Unsigned

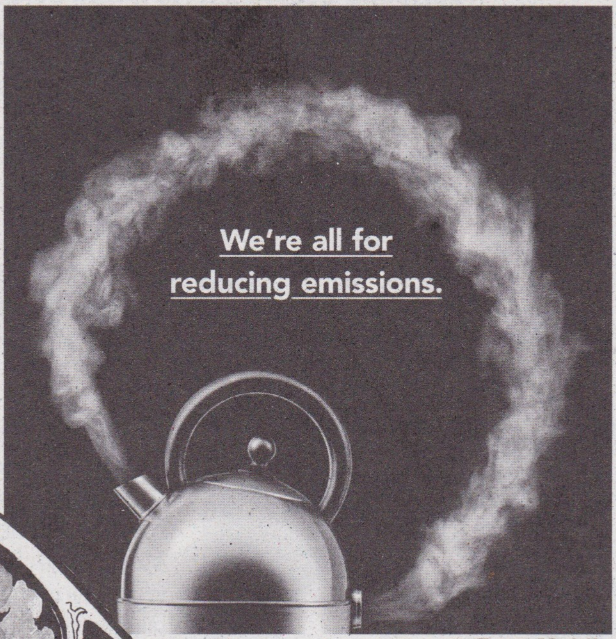
Truth Now!

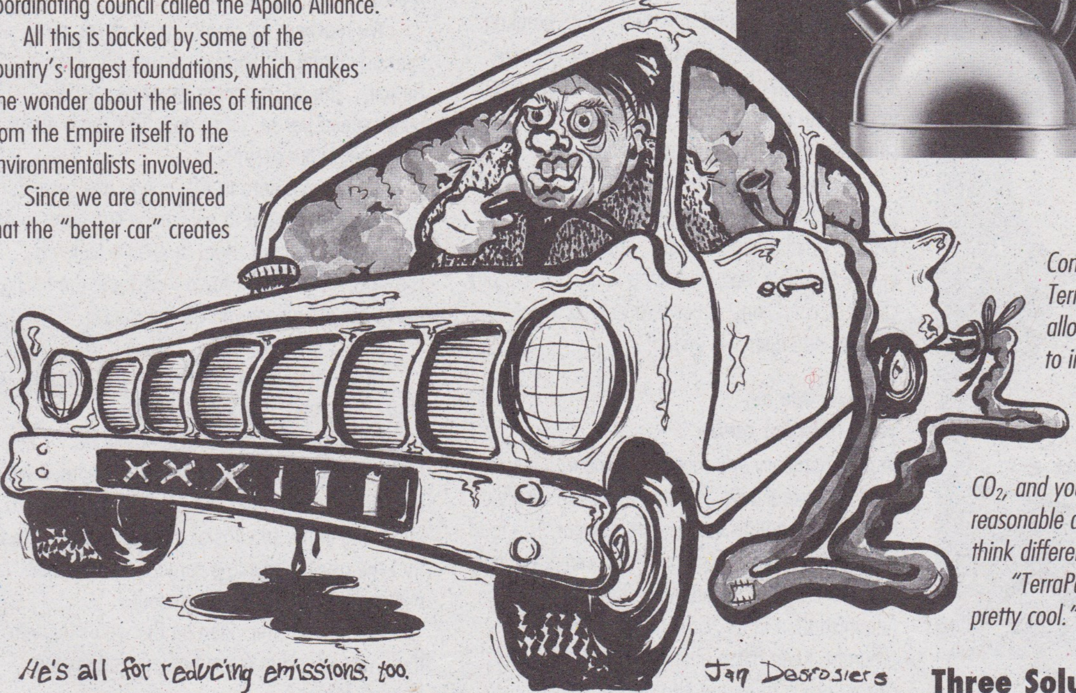
In mid-August, Ecocity Builders activists got tired of the incessant drumbeat by a number of the United States' largest environmental organisations calling for better cars so we launched a campaign called "Truth Now!"

Among the groups urging Ford Motor Company and Exxon Oil to shape up their policies, and thus regain consumer confidence and "market share" and "make American business more competitive" were the Sierra Club, Rainforest Action Network, Global Exchange, Greenpeace and the Union of Concern Scientists, along with a sort of coordinating council called the Apollo Alliance.

All this is backed by some of the country's largest foundations, which makes one wonder about the lines of finance from the Empire itself to the environmentalists involved.

Since we are convinced that the "better car" creates a rationale for continuing the Empire of Cars, Sprawl, Asphalt and (supposedly) Cheap Energy – along with all the guns and bombs needed to keep the restive natives beaten into shape in the frontier lands where the oil comes from – and since the "better car" helps postpone the day when we can get busy with the real project of building the carfree city, we were outraged.


We're all for reducing emissions.
ExxonMobil
Taking on the world's toughest energy challenges.


He's all for reducing emissions, too.

Since one can drive farther in the energy-efficient car, it is worse at inducing sprawl development than cars that are more expensive to drive. That's the historic pattern. I admit that our theory hasn't processed the emerging insanity of people living farther out, but buying more energy-consuming vehicles anyway! We are grasping at straws in an ever more perverse intellectual climate here in the United States.

What galls us most is the enormous expense and energy represented by the full-page advertisements the "Jumpstart Ford" and "Exxpose Exxon" campaigns are wasting, turning the enthusiasm and limited resources of millions of their members to *not* facing up to designing and building the city that does not sprawl and that is not addicted to cars and oil. They want Ford to make a line of hybrids and Exxon to initiate some work in solar, like BP.

They could be calling for bicycles and streetcars, and they could be calling for more compact and diverse cities, but they are not. They want to make friends with union members around the country to have more political clout, but they are not approaching those that make the real alternatives: bikes, rails, green buildings, carfree or even carlite housing and the like.

Alas, it is time to ask of them what they have the presumption to ask of the car and oil companies: change your policies now! Get with the ecological city. Stop fooling around with counter-productive wasted efforts, even badly conceived and destructive efforts.

If any of *Carbusters*' readers are members of these groups, tell them you want change or you want your dues back. If you were planning on joining, tell them why your are postponing your joining and if they back the carfree city instead of selected car and oil companies, you might just join but you are pretty disappointed about these Empire-sustaining campaigns they are currently pursuing.

Richard Register
Berkeley, California, USA

[Ed.: Ford unveiled its latest hybrid SUV at the Sierra Club's National Environmental Convention and Expo this past September in San Francisco. Honda and Ford were two of the biggest sponsors.

Furthermore, Ned Ford, a member of the Sierra Club's Global Warming and Energy Committee, was quoted on the TerraPass website, a scheme which allows drivers to pay some company to invest in clean energy, thereby "offsetting" their SUV emissions: "If you think about your own personal impact on CO_2*, and you find out you can offset it for a reasonable amount of money, it makes you think differently about the problem," he said.*

"TerraPass is mind opening and that's pretty cool."]

Three Solutions

People need transport for going to work, going out and for moving property that they have bought. The first part is to make public transport free so the customers do not have to pay for transport. Also, improvement of public transport is necessary.

The second part is to build parking towers at the borders of the city where you can rent and park a car so that you can transport things yourself or can use for traveling on vacations if you desire. Renting should be done by appointment. And also hiring a chauffeur should be a possibility.

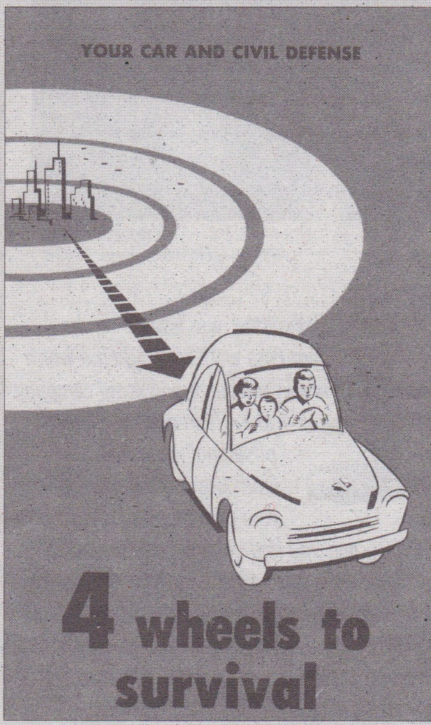
The third part is to introduce a collect-and-delivery system in cities. For instance: people buy stuff and sometimes they can take it with them and most of the times they will not. At the shop, they can decide to choose delivery to their home or to a parking place. They can also bring their goods to a collection centre in the shopping mall.

The belongings are collected at the shops several times a day and delivered to a place chosen by the customer or delivered to their home the next day. This would help the environment and lower costs.

Jack Frishert
The Netherlands

> ***"Surround every federal highway with giant mounds of crash-absorbing yogurt, and everyone should drive a Ford GT - America's Ferrari."***
>
> *- Lawrence Ulrich, CNN Money Magazine*

CAR CULT REVIEW


YOUR CAR AND CIVIL DEFENSE
4 wheels to survival

Duck and Cover

This was taken from a Federal Civil Defense Administration pamphlet published in 1955:

Your car can be "four wheels to survival" for you and your family in a civil defense emergency [*the 1950s euphemism for "nuclear war"*].

How well your car serves this purpose depends on a few common-sense advance preparations — things which may spell the difference between life and death for you and your family.

Ways to conserve gasoline:

Keep your engine in proper mechanical adjustment

- Take opportunities to coast long distances with engine off
- Learn the most efficient operating speed of your engine. Usually between 30 and 40 mph
- Remember — you can push or pull another car with little increase in your own gas consumption

Your car helps shelter you

Tests under an actual atomic explosion in Nevada proved that modern cars, especially those with turret top construction, give a degree of protection against blast, heat, and radiation.

Before an attack, roll the windows down to equalize pressures and to prevent glass breakage. Crouch or lie down, below the level of the windows. After an attack, windows should be raised to keep out as much dust as possible; it may be contaminated by radio-active fallout.

Shelter in an unexpected blast is a bonus you get from your car. More importantly, the car provides a small movable house. You can get away in it — then live, eat, and sleep in it in almost any climactic conditions, if necessary, until the civil defense emergency is ended.

Your car can be your shopping centre

In an emergency you may not be able to buy food for several days. Have an adequate supply on hand to make your family self-sufficient. The food you'll need can be based on the seven-day supply suggested by the Federal Civil Defense Administration in its "Grandma's Pantry" program. Keep these emergency rations in a carton, ready to be put into the car trunk...

A few cautions about civil defense driving

In an evacuation, only courtesy, cooperation, and careful driving can prevent disastrous traffic jams. Learn and observe these rules:

- Obey police, civil defense auxiliaries, and other authorities.
- If you have room, pick up walking evacuees.
- Don't crowd or try to beat the other fellow.
- If your car becomes disabled, try to get off the road.
- If traffic gets stalled, don't lean on the horn. Your impatience may become someone else's panic. That can cost lives!

Are You a Speed Freak?

In their weekly "Focus on the Corporation" column, Russell Mokhiber and Robert Weissman of Corporatepredators.org explore Daimler Chrysler's ad campaign for the new Dodge Charger — which, we are told does 0 to 60 mph in five seconds.

Advertisements encourage readers to go to <www.unleashyourfreak.com>. They went there and clicked on "power freak."

Here is an excerpt from their column:

There is an animation of a Charger R/T ripping through some road barriers and fencing. We then clicked on "speed freak." To the music of the Soledad Brothers' "Break 'Em On Down," we learn that the car is "wickedly fast — a sleek fastback silhouette slips through the wind as pure, unadulterated speed crescendos from one adrenaline rush to the next."

Also, in large letters [in the print advertisement] is the following: "Remember, Speed Limits Are Laws, Not Suggestions."

We reached Suraya Da Sante, a corporate spokeswoman, at Daimler's home office in Detroit. "The ad campaign is not necessarily about speed *per se*," she says. "It's more about unleashing your desires."

What about zero to 60 mph in five seconds?

"We don't want to encourage someone to do that on a residential street or even a highway," she says. "If you want to do that, there are racing tracks around where you can take a car."

Racing tracks?

"Yes, there are places where you can take your car to race," Da Sante says.

Da Sante says that the demographic for the Charger is a 40-to-59-year-old male, married with two kids, income from US$65,000 to $90,000, and living in the suburbs of a large city. She says that the psychographic is someone who is self-expressive, genuine and confident.

What about the video on the web site, with the driver knocking down barriers and ripping through fences?

"That is an animated video," she says. "It is clearly fantasy. It's not real people ripping down a road. It is more like a game. Gaming graphics are popular. It is not a television commercial where it is a real vehicle and someone is launching a vehicle 20 feet in the air. They were designed to get you excited and tap into that untamed spirit."

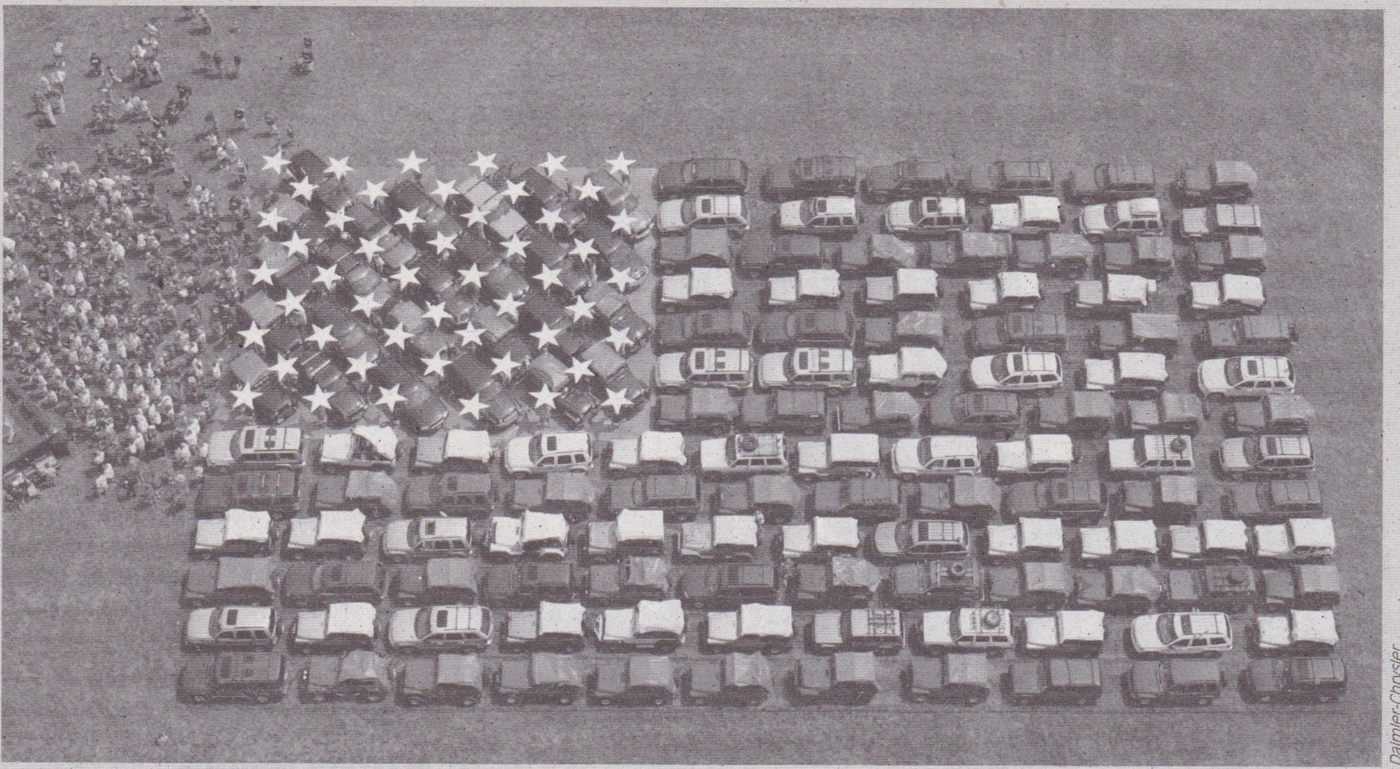
The campaign is more than just speed, she says. The ideal customer, she says, is someone looking to go out and grab life by the horns.

- ***Corporatepredators.org***

Munching on Metal

In a Merseyside, UK, safari park, confused (or maybe not so confused) lions have been stalking small cars thinking that they are prey. Smarts and Mini Coopers, says the BBC, have especially attracted the attention of a group of lionesses.

In related news, the Xinhua news service in China reports that local governments, concerned about the image of their city, have discriminatory policies that ban small cars from entering the downtown area at designated times or limit their use on some main streets. Currently, 84 cities have such policies in place.



Daimler-Chrysler

It was not stated in the news report whether groups of lions in China's cities were the reason for these policies.

Stroking the Knob

How does Jaguar understand power? "Clasp your fingers around the steering wheel, tap the accelerator, and feel the adrenaline of a 390-horsepower, 4.2-liter supercharged V8 engine. Wrap your right hand around the leather-wrapped gearshift knob, engage its 6-speed ZF automatic transmission, and feel the road rush beneath you.

"Staying power is... characteristically Jaguar."

Starting Them *Really* Early

In celebration of World Carfree Day in Prague, the local police visited schools and handed out to children "special" driver's licenses.

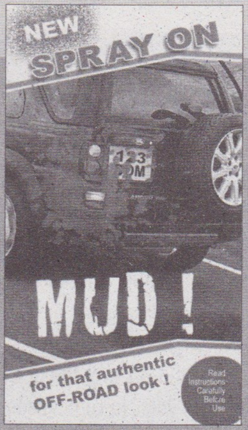
And why not take those licenses to North America for a tour with the National Hot Rod Association where they can drive at speeds up to 85 mph. The Junior Drag Racing League gives the young ones aged 8-17 a chance to burn some rubber on an 1/8-mile drag race. Jill Caliendo, NHRA's field marketer, says that even the wee eight-year-olds can drive speeds of up to 85 mph.

Although Caliendo thinks that the kids *really* do love cars, she says that the parents are the ones who usually get their children involved. The parents tend to be race car drivers themselves.

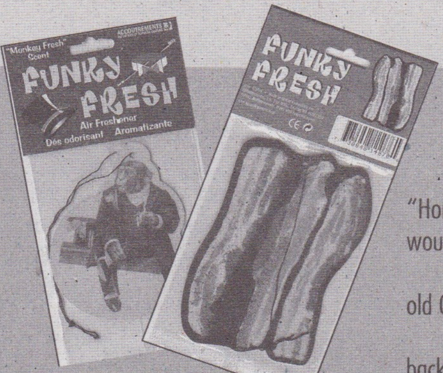
There have never been any major injuries "other than a crushed finger now and then."

Mit dem Auto bis vors Bett

In *Carbusters* #24, we reported on CarLoft, where thanks to an oversized elevator, you can park your car right next to your apartment. The project has now been approved by the local authorities, and Berlin will soon boast the first apartment building for cars.



This one is perfect for the types that think off-roading means driving up on the sidewalk. Who needs nature, when we can bottle it and spray it wherever we please? Why not also make a companion idiot spray for the guy who buys this?



"Honey, I always wished our car would smell like bacon and monkey."

"Yes, dear, but here, smell this old German car scent first."

"Oh, darling, let's take it to the back seat."

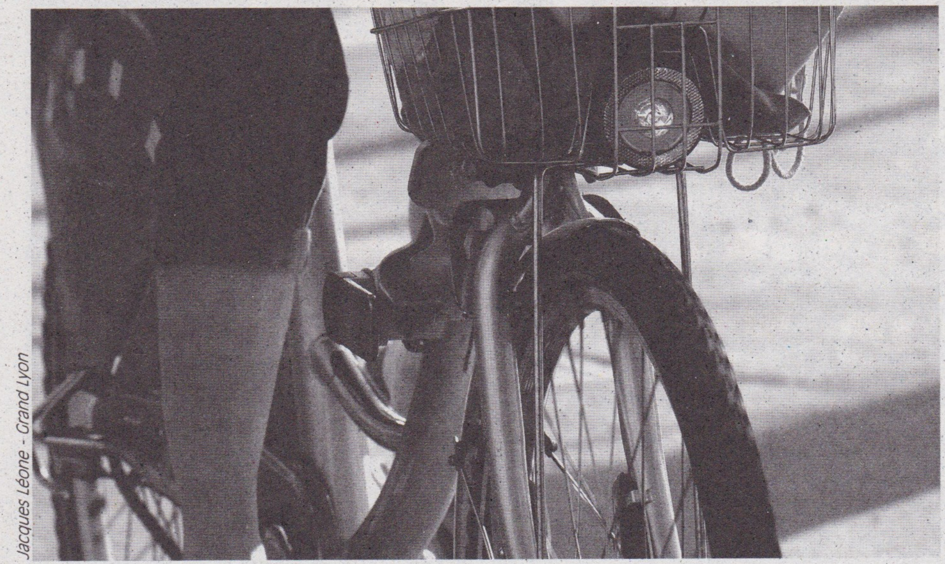
Freeway
Cola
℮0,5L

I like how this cola spills all over my trousers as I cruise down the freeway at caffeine-like speeds.

Trabi Duft
www.osthits.de

Come with us and sniff the oil-gas mixture of the East German Traband, say the makers of this smell in a can. Nothing like an old, German Communist stink to make us all warm and fuzzy and nostalgic for the good ol' totalitarian days.

world news



Jacques Léone - Grand Lyon

Europe

Rent-a-Bike Success

FRANCE - Less than three months after its launch, the Velo'v Grand Lyon rent-a-bike programme has some 10,000 registered users. Since its start on May 19, it has beeen used for an average of 4,000 trips a day on 2,000 public bikes available at 150 bike stations.

A prepaid card costs EUR 1 for a week and EUR 5 for a year; rental costs EUR 1 per hour. Rides of a half hour or less are free.

Users must, however, submit a EUR 150 deposit. If they keep their bike longer than 24 hours the deposit is cashed.

Providing the service costs EUR 1,000 per bike each year; it is fully funded by JC Decaux, the billboard multinational, which launched and is operating the scheme in exchange for the right to sell advertising space bus and tram shelters.

Each time a bike is returned to a rack, its tire pressure, brakes, gears and lights are checked and the results sent to the control centre; if there is any malfunction, the bike is not offered for rent.

Demand is at the highest from 7 to 9 am, 12 to 2 pm and 5 to 7 pm.

By 2007, there should be 4,000 cycles and up to 400 racks in the city, guaranteeing a rack every 300 metres.

- ***Velov.grandlyon.com***

A Car for a Bus Pass

BELGIUM - Almost 30,000 families in Flanders have traded their cars for an annual pass for bus and rail. Only some 800 returned to owning a car, reports the Belgian newspaper *De Morgen*. The Flemish transport agency De Lijn has offered the trade offer since October 2002. This year alone, some 11,000 Flemish families switched from car to public transport. Anyone who cancels the registration for their second family car receives a three-year pass. If you have only one car and unregister that one, you get bus passes for the whole family.

- ***N-tv.de, August 29***

The Americas

Mobility Injustice in New Orleans

From the moment the TV footage flashed to an endless fleet of cars escaping New Orleans, the car was destined to be a central theme of Hurricane Katrina.

Unlike with Hurricane Rita, the highways were effective in evacuating those who had wheels. But those without, in the absence of public transportation, were left stranded amidst the rising waters. Sixty thousand residents of New Orleans, according to *The Economist*, did not own cars.

The right-wing Competitive Enterprise Institute used this fact as an opportunity to criticise government attempts to encourage carfree transportation. Titled "World Carfree Day: Not a Day to Celebrate,"

In Brief...

CHINA - Shezhen China Bicycle, one of China's largest producers and main exporter of bicycles, which used to produce more than three million bikes a year, has declared bankruptcy.

- ***Týden, August 22***

GERMANY - Christian Koch, a German inventor, claims he can make a litre of biodiesel for EUR 0.23. The ingredients, however, include dead cats and other animals. A 6 kg cat can produce 2.5 litres of biodiesel, he says.

- ***T & E Bulletin, October***

INDIA - The Supreme Court banned the honking of horns from 10 pm to 6 am. Health experts say noise pollution is a major cause of heart attacks.

- ***BBC News, July 19***

VIETNAM - The general director of Daewoo hopes for a flourishing domestic car industry. Government import duties on motorbikes, he says, will hopefully encourage the more than 12 million motorbike owners to shift to car use.

- ***Ward's Auto World, July 1***

NIGERIA - Under Sharia Law in the northern state of Kano, women and men will not be allowed to travel together on public transport, including taxis. Muslim cleric Ibrahim Kaliel said in the BBC report, "You have no excuse to carry a woman who is neither your wife nor your mother on a motorcycle."

- ***BBC News, July 27***

USA - More bicycles than cars have been sold in the US over the past 12 months. Sales of bicycles reached 19 million last year. In comparison, 20 million bikes were sold during the oil embargo in the early 1970s. Meanwhile, even President George W. Bush has urged citizens to drive less and use public transport.

- ***Yahoo! News, October 1***

CHILE - The finance minister has encouraged citizens to use alternatives to private cars as oil prices continue to rise. According to the minister, people should share taxis or use more public transport. He says "we cannot encourage oil consumption, as it is a product we do not produce."

- ***CicloRed***

the institute's article claimed that "the lack of access to cars can be deadly."

Sam Kazman, head of the institute's Automobility Project spinned the issue on its head: "Many people may well choose a car-free lifestyle, but the notion that government should impose it in the name of sustainability is crazy. As Hurricane Katrina showed, it can be disastrous as well."

However, as Hurricane Rita approached, hundreds of thousands of motorised would-be Houston evacuees sat in snail-like highway conditions in the mid-day heat, often running out of gasoline or heading back home in desperation. For many, the thought of sitting out a hurricane in a car on the open road wasn't their idea of "automobility."

In advance of Katrina, an Amtrak train left New Orleans empty, and Amtrak cancelled all train service in and out of the city. Each train could safely evacuate 600 people, but none of that was organised until September 2, five days after the city of New Orleans ordered evacuations.

Rather than claiming there's a lack of cars in an already traffic-clogged country, can't planners learn from New Orleans and recognise the benefit of alternative transportation, both for the everyday, and in cases of evacuation?

- ***Carbusters***

Asia/Pacific

Car-Lite Dictatorship

MYANMAR – Yangon is a pleasant, quiet, laid-back city with few cars. One reason is the government's decision to restrict cars. The five million inhabitants of the city own just 152,533 cars, say official statistics, or three cars for every 100 people. By contrast, some 3 million vehicles ply the roads of Bangkok, in neighbouring Thailand. "A brand new Toyota Land Cruiser, at $300,000, costs six times what it would in America."

Unfortunately, Myanmar is a dictatorship with a ruthless policy towards human rights. It is also extremely poor. Myanmar's relative poverty looms large when it comes to car ownership, and according to *The Economist*, "that poverty stems, in large part, from ludicrous government policies."

From the carfree perspective, can one even begin to praise such actions?

- ***The Economist, June 18-24***

Who's Entitled to a Car?

SINGAPORE - From January to July, new vehicle registration rose 20%, to 70,251, from the same period a year ago. This in a country with only 135 vehicles per 1,000 inhabitants.

For the past 15 years, Singapore has used annual car quotas to manage traffic and preserve precious land space. On average, cars cost three times as much than in the US. Twice a month, the government auctions off a few thousand car licences — called Certificates of Entitlement (COEs) — allowing buyers to drive the vehicle for 10 years. A certificate costs S$12,000 (EUR 8,000) – only S$551 for a motorbike.

These quotas, writes Reuters, "have made Singapore, which imports all its vehicles, one of the world's few major cities free of traffic gridlock," with a liitle more than 400,000 cars.

However, the government is slowly lifting restrictions. In the past year the COE premiums have fell by 45%. (In the mid-1990s, one could have paid as much as S$100,000 for a licence.) It has also allowed a 13% increase in the number of cars and cut car taxes.

"Visibly, in central areas, you're starting to see near-gridlock situations in mid-afternoon, not just at peak periods," said Howard Shaw, executive director of the Singapore Environment Council, a non-governmental organisation.

- ***Reuters AlertNet, Sept. 20***

One Million and Counting

AUSTRALIA - Motor vehicle sales will exceed one million a year for the first time this year, says one automotive industry organisation.

The chief executive of the Federal Chamber of Automotive Industries, Peter Sturrock, said it was clear the motor vehicle market would pass a million sales before the end of the year.

Speaking at the opening of the Australian International Motor Show in Sydney, Sturrock said total sales of cars, trucks and buses had grown rapidly and continuously over the past four years, rising from less than 790,000 in 2001 to more than 955,000 last year.

"It means that the equivalent of one in every 20 Australians will buy a new vehicle this year," he said.

"There's no reason to assume that consumers will put the brakes on now."

- ***The Advertiser, Oct. 13***

Africa

Lingerie and Mountain Bikes

NAMIBIA - A cycle-to-school programme in the rural regions of this South African country has come from an unlikely source: former Miss Universe Michelle McLean. Through the children's trust, COOL (an abbreviation for cycle to school) aims to provide 4,000 mountain bikes to make it easier for rural children forced to walk long distances to get to school every day. Speaking at a fundraising lingerie show which introduced the programme, McLean said that walking long distances discourages children from attending school.

Once children are finished school, the bicycle would be passed along to another student.

Bikes, lingerie and a beauty pageant winner: Its an unlikely combination, but if more children are riding bikes to school then everyone wins.

- ***AllAfrica.com***

Carfree Conference Lands in Budapest

Over 200 people from around the world descended on Budapest from July 18-21 for the fifth installment in World Carfree Network's now-annual Towards Carfree Cities conference series. The week was filled with presentations, workshops, project development meetings, hands-on activities, excursions and parties.

The first day, after participants introduced themselves and their organisations' work, featured sessions such as "The City Repair Project," "Carfree Living in Switzerland," "Turkish Carfree Settlements: Princess Islands in Istanbul" and "Approaching Lenders and Investors: Making the Financial Case for Carfree Development."

Tuesday and Wednesday featured presentations in the council chambers of the baroque city hall, seated in polished mahogany pews beneath chandeliers and painted cherubs on the ceiling. Oscar Edmundo Diaz described the remarkable transformation of Bogotá, Colombia's transportation infrastructure and public space. Cor van der Klaauw explained the policies of Groningen, the Netherlands, where over 50% of trips are made by bike. Lars Gemzoe spoke of the importance of public pedestrianised spaces and how they bring out the festive, social side in us all. Meanwhile, JH Crawford, author of *Carfree Cities*, led participants in building a carfree district out of clay.

On Thursday, workshops taught campaign skills and meetings developed new World Carfree Network projects. The afternoon featured three excursions, including a trip to Margit Island, where conference participants drove pedal-powered cars around the park. That night, the Tom Waits-themed Blue Valentines played soul-stirring tunes at the conference closing party, as participants danced, drank or debated enforcement of the non-smoking policy.

On Friday, the day after the conference, fifty people attended World Carfree Network's annual meeting, where projects were evaluted, priorities set, the steering committee and advisory board chosen, and changes to the statutes ratified. A media working group was established to do press outreach throughout the coming year (see page 20 for its first campaign).

Towards Carfree Cities V lived up to the standards set by the four previous conferences, and Clean Air Action Group was an excellent host and organiser. The Hungarian press, television and radio media covered the conference extensively.

The project development aspect of the conference was very successful, with many projects such as the Carfree Area Pilot Project and Mobility Justice Project moving forward.

Many thanks to Clean Air Action Group for their hard work, and also to the Hungarian Young Greens, whose participation and contribution made the conference productive and exciting, and gave everyone a richer perspective on life in Budapest.

action!

photos: Undeadarmy.org

Bikes Against the G8

This July, the G8 met at Gleneagles Hotel in Scotland. Once again, it was time for the leaders of the eight most powerful nations to privately talk about issues such as climate change and debt relief, influencing through their decisions the lives of millions of people and perepetuating environmental destruction and an unjust economic system.

But as in the years before, thousands of people met in order to protest, blockade and demonstrate alternatives. Among them were the rebellious riders of the G8 Cycle Caravan, which wanted to show that sustainable transport is effective in the face of the summit meeting's failure to take the necessary level of action on climate change . At the same time their trip provided opportunities for networking between activists and making more people familiar with a non-hierarchical way of interaction.

Around 60 cyclists from the UK, Denmark, the US, Germany and Poland set off on a two-week ride, starting in Brighton in the very south of England on June 18, and finishing in Scotland for the time of the summit. Cyclists covered some 50 miles a day, with no motors involved: all luggage got transported on racks or in trailers. At night the group stayed in community projects, squats, protest camps or housing co-ops. Along the way they showed their support for campaigns such as the protest against the Coventry airport expansion or Manchester's Critical Mass bike ride.

Once in Scotland, there was no rest in sight: the next Critical Mass bike rides in Stirling and Edinburgh were already awaiting the group and its home-built pedal-powered sound system. In fact, bikes played a vital part during the counter-actions: bike trailers brought water and food to the blockade of the Faslane nuclear base, during Wednesday's blockades of the summit itself bike scouts helped with the communication, and at the Edinburgh "Carnival Against Capitalism" they supported the street medics when their radio system had broken down.

At the same time, climate talks during the G8 were disappointing: The group did issue a new Action Plan which promises a range of measures to increase energy efficiency, to encourage diversification of energy sources and use of renewables, to promote cleaner use of fossil fuels, and to coordinate research and development. But environmental groups have criticised the plan because it lacks firm targets and timetables for action. And once again, the US has maintained its opposition to the Kyoto Protocol.

So there will be enough issues for activists at next year's G8 summit in St. Petersburg, Russia, and another bike ride is in the works – check out G8bikeride.org.uk. What better way to combine fun, practical alternatives and political activism?

Looking back, Bazmo, a cycle caravan participant, concludes: "Whereas people in their cars are isolated, bike riding is the ideal combination of independence and inter-dependence. During the bike ride, we have started to rely on each other and trust each other."

- ***Sina Arnold***

Slinging Mud at SUVs

FRANCE – On September 1, a group called Les Dégonflés (The Deflated) launched an urban guerrilla campaign in Paris, deflating the tires and smearing mud on the windshields of SUVs parked in the otherwise picturesque Paris neighbourhoods.

"We use the mud to say that if the owners will not take the four-wheel-drives to the countryside, we will bring the countryside to the four-wheel-drives," says the group's masked leader, Sous-Adjutant Marrant (Sub-Warrant Officer Joker).

Although his nom de guerre was inspired by Subcommandante Marcos, the Mexican guerrilla, Marrant insists he is not armed or dangerous. "Deflated" is a self-deprecating name that also means "coward" in French. The group [*see <http://degonfle.blogg.org>*] wants to send a message while avoiding damage to the vehicles, injury and prosecution, the thin, mop-haired activist said during an interview at a corner cafe.

"We emphasise the comic, the burlesque side," Marrant said. "It would be hard to take us to court. We don't slash tires; we deflate them. Air doesn't cost anything. As for getting cars dirty, that's nothing. I would plead guilty to that. Our rules are to never run from the police. And always run from the owners."

The masked Marrant even appeared in a televised debate with Christophe Delabre, the president of a French association of SUV owners. Delabre does not find his adversary amusing.

"It's comparable to extremism, to discrimination, to inciting hate," Delabre said.

- ***LA Times, Oct. 10***

Ghost Bikes

When a cyclist gets hit by a car, how do we remember it happened? The accident is quickly cleaned up and the traffic resumes its normal, hectic pace. The Ghostcycle project in Seattle started collecting stories from cyclists about their accidents and then turned those spots that gave cyclists the most trouble into memorials. The monuments are ghost cycles, painted white, with the message "a cyclist was struck here."

GhostCycle.org posts cyclists' accident stories.

"Ultimately we hope that through information and education people will have a better understanding of the changes necessary to make our streets safer for everyone," reads the website.

world carfree network

member group profile

by Sara Stout

Humane City Foundation (HCF) is a Bogotá, Colombia, non-profit group shoring up living standards and creating a model of urban sustainability.

Founded in 2001 by architect and urban planner Ricardo Montezuma, the HCF employs more than 20 professionals with a range of expertise in anthropology, economics, engineering, design, political science, law, psychology, sociology, and architecture. International volunteers and university students participate in HCF's research projects and educational programmes.

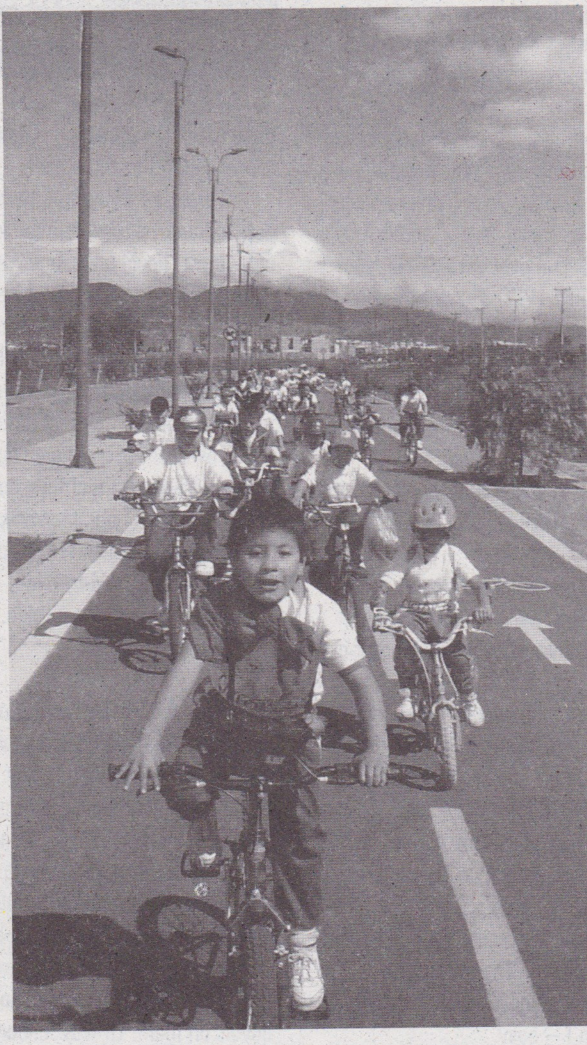
Since its inception, HCF has been educating the public about the existence and practicality of alternative transportation through one of its primary programmes, the Human Mobility Promotion Campaign.

Through conferences, public presentations, media campaigns, educational bike tours and the new Safe Routes to Schools programme, HCF teaches thousands of citizens about the importance of respecting the natural environment, the benefits of physical activity, and the life-and-death necessity of alternative transport.

The foundation leads evening bicycle tours every month, teaching basic bike maintenance and introducing riders to the 300 km of Bogotá bike paths. While excellent bike infrastructure has been built over the last decade, the bikeways were not commonly used until HCF began promoting the network, showing residents how to ride safely through difficult intersections and navigate direct routes to useful destinations such as shopping districts, schools, libraries, parks and community centres. Between 30 and 150 citizens participate each month. These bike tours also introduce riders to historic and cultural heritage sites, newly created public spaces, and environmentally sensitive natural areas and how to care for them.

The Human Mobility Promotion Campaign uses the mainstream media to heighten awareness of the value of sustainable transport. While cycling has traditionally been stigmatised as a mode of the poor, the HCF has tried to change this perception, working with designers to create advertisements for television and print media that promote bicycling as practical, environmentally friendly and fashionable. In addition, the foundation sponsors contests for Bogotá's carfree day and other public events, offering prizes for photography, writing and artwork that highlight the bicycle as a stylish urban vehicle.

Bogotá has seen an increase in bicycle ridership from less than 1% of all trips in 2001 to more than 4% today. Traffic congestion and air pollution levels have measurably decreased and bicycle fatalities and injury rates have declined significantly. The United Nations recognised the success of the Human Mobility Promotion Campaign, earning the Humane City Foundation a best practices award. It has also been used as a model in municipalities worldwide, including cities in Mexico, Peru, Ecuador and South Africa.



The HCF also teaches bicycle-related job skills to young people.

In Bogotá, where unemployment is widespread, many young men have few job opportunities other than in the paramilitary or guerrilla armies. Their bike training programme creates alternative work opportunities for these young people, teaching them bike repair, frame fabrication, delivery skills and assisting them in finding employment when training is completed.

Now in its second year, this programme, in cooperation with the City of Bogotá, lasts ten months, and includes mechanical training, business education and internships. It has expanded from 15 students in its first year to 38 presently, all between the ages of 15 and 25.

Defying the stereotype dictating that bicycles are vehicles primarily for men, 20% of enrollees are women. HCF is proud to have successfully placed dozens of young people in peaceful and sustainable jobs, including food delivery, bike mechanics, factory work, and business ownership.

HCF has also provided after-school programmes teaching younger children basic bicycle maintenance and riding skills, as well as the environmental benefits of non-motorised transport. The Safe Routes to School programme integrates bicycle training and environmental education into the school curriculum.

Current HCF research work includes a project to identify hazardous intersections and generate strategies to improve these danger zones, a study to recommend improvements in mobility for handicapped people, and efforts to increase bicycle and pedestrian safety in school zones.

Finally, HCF hosted the 2003 International Seminar on Human Mobility. Organised in conjunction with such NGOs as the Institute for Development and Transportation Policy, this conference brought together 400 people from 30 countries to share strategies.

In 2006, the HCF will host another international event: the sixth Towards Carfree Cities conference.

Bogotá is world-renowned for its leadership in the area of urban transport – from celebrating the most extensive carfree day anywhere in the world, to the expansion of public spaces and bikeways during the tenures of mayors Peñalosa and Mockus.

The Humane City Foundation welcomes citizens from all countries to come to Bogotá and see the successes the city has achieved, share strategies for creating successful transportation initiatives, and learn from each other's experience and ideas. ■

Sara Stout is co-founder of Shift, a bike-culture advocacy nonprofit group in Portland, Oregon, USA. She is also a member of World Carfree Network's steering committee.

AUTHORIZED
VEHICLES
ONLY

Carfree islands around the world fea
***Carbusters* takes a closer look at life on carfree**

The Toronto Islands - Toronto, Canada

"People [from the mainland] say to me you are so lucky to live on the island and I say, you can have this," says Leida Englar, long-time resident of Toronto's carfree islands. "Park your car a mile and a half away from home and create an enclave, your community is protected. You park on the outside, you walk and you bicycle on the inside. Your community will be safer."

I met Leida and her husband Jerry while visiting family in the nearby suburbs. Although I grew up in Toronto, I knew little of the people that inhabited this island and nothing of their long hard battle to protect their homes from city bulldozers.

People have been coming to the Toronto Islands carfree archipelago since 1833 when the first hotel was built. It is only a five-minute ferry ride from Toronto's bustling downtown, thus a quick getaway from the chaos of the city.

But for people like Leida Englar and the 650 residents of Ward's and Algonquin Islands, this is not a city getaway. It is their home, but one fought intensely for, as city bulldozers crept closer and closer.

The entire archipelago used to be inhabited by more than 5,000 residents. There were shops, a movie theatre and other thriving businesses. But in 1953, the Metro Toronto Council assumed control over the land's leases and in 1956 decided that the entire archipelago should be converted into a park. In 1958 and 1959 the city removed most of the businesses on the islands and systematically demolished and burned many of the homes. An area of 741 acres was demolished.

In 1968-69 the leases expired on many of the homes on Algonquin and Ward's Islands. The city had ideas about a golf course and amusement park. "They wouldn't let you fix up your house because they were trying to destroy the community. They were searching our buggies [hand carts]," recalls Leida.

However, the residents refused to go. So began over 20 years of legal battle, including a stand-off with the sheriff in July 1980. He was there to issue eviction notices, but when the islanders got word of his presence they quickly massed and would not let him pass.

The evictions were delayed again. In 1993, the remaining residents finally achieved victory. They received 99-year leases on their homes with the creation of the Toronto Island Land Trust.

The Englars have lived on the island since 1973 and actively resisted the city's attempts to demolish the rest of the houses. They are also the designers of the islands' flag.

"We islanders value our community. We protect ourselves and we are vigilant with ourselves. We attend public meetings, even though we don't want to. We invest ourselves politically in our community. We are part of a community democracy."

The community recently defeated a proposal that would have seen a bridge built between the mainland and the small airport on the western end of the archipelago. This bridge would have spelled the end of the carfree idea.

The entire archipelago is only four miles across by one mile wide. There are no more shops, nor a movie theatre. The roads within the two residential communities are less than four metres wide and there are no separate sidewalks. There is no need for them.

"People move to this beautiful place, but they don't make the connection that the violence of the car is not there," says Leida. "Then they have children and realise how safe they are in our community."

But preserving this area wasn't — and isn't — easy.

"Why is that becoming so difficult politically?" asks Jerry.

"It is too radical," Leida quickly responds. It's like Jerry Mander saying give up your television. Cities are designed for driving."

"But we don't give up. We keep riding our bicycles, we go to Critical Mass, we keep pressuring politicians."

Many people on the island do own cars, they just keep them on the mainland. Service vehicles are allowed to come over onto the island if they pay CN$75 for the ferry and leave the island by 3:30 pm. The ferry has three island destinations — Centre, Hanlan's, and Ward's — but only Hanlan's allows vehicles to come over.

"I was part of the transportation committee [that decided whether or not] to keep vehicles from the island," says Leida. "There are people who believe we should have more vehicular access. More and more people need their Internet access, or washing machine, or the telephone."

The postman, who used to always deliver the mail on foot, had an electric cart especially built for the island route. It is easier for him to deliver packages to residents now. There are also school buses for the kids.

Hand carts are for rent at the ferry docks to allow people to bring large goods over, but everywhere you look on the island, someone has some type of cargo bike in front of their house.

At the end of our interview, the Englars show off their fleet of vehicles. "We are a rich family. We are a five-vehicle family, we need five garages." The fleet includes a 4-by-8-foot van cart built by Jerry. "You can have a drummer on there," says Leida.

- Steven Logan

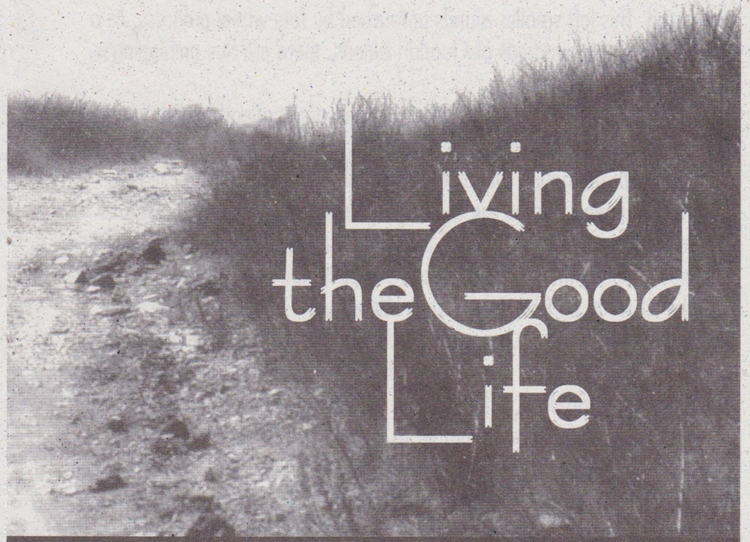
Carfree is stress-free. It's walking outside your front door and not looking both ways. No horns honking when you stop in front of your neighbour's house or along the road to pick something up or to admire the geese swimming in the lagoon. I stand at my front door and watch my 2½-year-old son and 1½-year-old daughter *walk* to daycare by themselves, eight houses away, worry-free — no jumping off the curb onto the street or on-coming traffic (the fastest "traffic" could be a cyclist speeding to catch a ferry).

The daycare worker had a bicycle trailer especially designed for her to carry up to seven kids in it. I'll never forget seeing my son in there for the first time, belly full of giggles as the children were taken to the island farm with duvets on them. (It was January!) Kids outside, being transported to parks, etc., the older ones cycling beside her, others getting out to walk. With the alarms of children's obesity sounding, it's hard to find an island kid overweight.

I am more physically active since my family moved to the island two years ago from the centre of the city. I cycle my two toddlers to swimming, the farm, the beach, to friend's homes, to church and into the city.

I shop and rely on my strength and innovative forms of transporting groceries, kids toys, luggage, a three-metre sofa, etc. We've moved chainsaws, a children's table, and chairs on our bikes. We've picked up furniture —

Living the Good Life



ture vibrant and colourful communities.
islands in Canada, the US, Croatia and China.

I'll never forget the image of my husband in a long winter coat, walking down the centre of our "street" pulling an old-fashioned hand cart behind him with our queen-size bed on the cart while the snow gently fell about him.

I can't live the suburban life – shopping, loading up my car, pulling into a driveway, dashing in and out to unload. For some it's a convenience unimaginable to give up; for me, it's a creative test to pack up and get things home. I was shopping one day with a bundle buggy; my son fell asleep (no car to pop him into) so I strapped him on top of the full buggy and pushed him to the ferry while carrying my baby on my chest in a carrier. I felt like a homeless woman, but it worked – he slept; I got home with the groceries.

I know my postman extremely well – he used to walk his route, now he drives a converted electric golf cart.

We aren't truly carfree. The cars and trucks that come to the island scare me – they can't handle the 10 kmh speed limit and sometimes exceed it. That's when you'll hear the mothers and other islanders screaming at them, arms waving frantically to slow down. We have school buses, church vans and electric golf carts moving bodies that can't make the walk. (I rented a 50-person cart from the parks department to transport elderly relatives from our church to our home for our kids' christening. Most attending could walk, but others took it for the "Disneyland" experience of it.)

I love it when people unfamiliar to the island ask me where I park my car – they think I have a garage on the island or think it's insane that I need to walk 10 minutes to get it.

I love the varying house designs and especially appreciate the pure beauty of a home without an unsightly garage box in front.

I am humbled by the privilege of living here and the effect it's had.

- Janet Heisey

Mackinac Island - Michigan, USA

Mackinac Island is a five-square-mile carfree community located in Lake Huron where it joins Lake Michigan. It has 600 year-round residents. In the summer 15,000 tourists stay overnight each day, and over one million visit the island annually. The island hosts 3,000 resident student workers in summer. It also serves as the summer residence for Michigan's state governor.

Mackinac is considered especially sacred to native people as the home of the Great Turtle. A quarter of its year-round residents are Native Americans.

Over 80% of Mackinac is a forested state park. The rest of the island seeks to perpetuate the elegance of turn-of-the-century resort communities, ravaged elsewhere on the continent by the blight of motorisation.

Around 500 horses are stabled on Mackinac Island in the summer months. Thirty draft horses stay during the winter to provide taxi and sled service. Their feed, like all of the island's freight, is moved by horse power, which also removes waste.

Many people are employed to clean up horse waste. As a result, the island contains none of the alleged horrible smells frequently used to justify motorisation. (As if cars didn't stink!) Horse manure helps with the island's massive floral displays, which serve as a major component of Mackinac's successful tourist appeal.

Moving people by horses employs more modernised horse carriages. These use rubber snow tires since regular tires frequently go flat, as they don't roll fast enough to kick pebbles out of treads. Island inventors also developed a rubber-cushioned horse shoe with a special steel insert to give better traction and more cushioning.

Mackinac has a 24-hour-a-day, year-round horse taxi service equipped with two-way radio. There are also rent-by-the-hour horses and carriages. Fifty open-air carriage tour wagons handle up to a dozen passengers each.

Bicycles are important on Mackinac Island for moving both people and goods. It is a common sight to see young male college students working as "dock hops" master such feats as balancing nine suitcases weighing 400 pounds on a bike. Frequently these porters make 40 such trips a day from the docks to the hotels.

Bicycle portering is considered an elite job, since the virile display of muscle and co-ordination is said to make them attractive to women. This is frequently verified by spectacular leaps into the luggage baskets attached to workers' bikes. Such escapades are discouraged by the island police, who except for emergencies largely use bicycles themselves. The fine for riding with someone in a basket is US$150.

Mackinac bans motorised vehicles for all but emergency or highly specialised purposes. In addition to a police jeep, there are motorised ambulances, a snow plow and fire trucks. Electric and phone trucks are permitted in the winter months.

The use of some motorised construction equipment is permitted in a highly regulated manner. Permits spell out the specific hours and days they will be used, usually at late hours so as to appear invisible. Daylight use of such equipment requires that it be preceeded by a horse, and frequently a police escort.

Winston Churchill once wisely remarked that the worst change he saw over his long life was the replacement of horses by motorised vehicles. Mackinac Island succeeds by retaining some of the beauty he witnessed in his youth.

- John Bacher

Bacher is the author of Petrotyranny, *a book about the negative relationship between oil, war and dictatorship, and the positive one between peace, human rights and the protection of the environment.*

People move to this beautiful place, but they don't make the connection that the violence of the car is not there. Then they have children and realise how safe they are in our community.
- Leida Englar, Toronto Islands, Canada

Lisa Logan

Lisa Logan

Sebastijan Camagajevac

Nancy May

Top to bottom: Toronto Island (typical street on Algonquin Island, disembarking from the ferry); Prvic, Croatia; getting around on Mackinac Island

Croatian Islands

Right after World War II, socialist Yugoslavia connected all inhabited Adriatic islands by daily ferry lines. As the number of cars on the mainland increased over the coming decades, car-ferry routes to some of the bigger islands were introduced. This left smaller islands untouched by four-wheel progress. As a result, among the hundreds of Croatian islands, there are five archipelagos that are completely carfree.

As the Brijuni and Kornati archipelagos are national parks, with very few inhabitants and limited access even for boats, cars are miles away from here.

The North Dalmatian islands of Silba, Olib and Premuda are medium-sized and happen to be on the car-ferry route, but cars are not allowed to disembark there. Silba is a natural park with quite strict rules, so even cycling is forbidden during the summer season! The postman rides the only motorbike.

The situation on Olib isn't so clear. When older people returned from working in the USA, they brought electric cars. Slowly, other inhabitants started to bring their cars from the mainland, which are now only allowed to park at the main dock. (The cars still end up spreading all over the island.) Inhabitants cannot agree on whether to legalise cars or not.

Denis, 37 years old, is from Olib and lives in Zadar. "Personally, I would not allow cars to enter Olib, but I own an electric car," he says. "I wouldn't mind people bringing cars to the island, if they would use them responsibly."

Five of the inhabited islands of the Sibenik archipelago are carfree. Many of the island's inhabitants work in the nearby mainland town of Sibenik, so instead of a bus, a ship serves the islands around eight times per day. Although the ferry is 50 years old, it is cheap and always on time in any weather.

Zlarin, an island in the Sibenik archipelago, has a network of concrete roads for walking and cycling, but which also makes the island perfect for populating with cars, once a weekly car-ferry is added to the daily routes. The islanders decided to hold a referendum on allowing cars, and they voted against. Twenty of the 250 inhabitants own a car, which they have to leave on the mainland.

Igor, a 56-year-old pyrotehnician from Zlarin says, "I bought a new car some years ago, and now I have to leave it in the nearby town, exposing it to damage and theft. Now I regret a little bit that I didn't invest that money in upgrading my boat."

Sebastijan, a 33-year-old artist, spends all of his holidays with his family on the carfree island Prvic. He says, "This island really doesn't miss cars! And I'm not afraid cars will ever come here, to spoil my holidays. People here even signed a petition against a car-ferry!" Prvic has around 500 inhabitants in two villages.

Three of the 13 inhabited islands in the Elafiti archipelago are counted among the most beautiful in the Adriatic. Historic architecture, year-round vegetation (Elafiti is known as the "Green Garden of Dubrovnik"), and the absence of cars makes the islands pleasant for visitors. The Elafiti islands are too small for roads, so cars were never an option there.

But it is hard to avoid fossil fuels even in and around carfree islands. Pretty much every household on all of the islands mentioned here owns a boat powered by oil or gasoline, while 50 years ago everybody still used sails. Small tractors and agricultural machines, bicycles and light motorbikes are also common, and any work is unimaginable without the popular hand-cart, here called *karoca*. As Olib shows, electric golf vehicles are a recent fashion on some of the islands.

Often, no one even notices the absence of cars when entering the worlds of these islands, not even the tourists. Carfree is very natural here. And it is also worth pointing out that many of the island inhabitants don't stay on the mainland for too long — they are soon stressed by the nervous traffic in the narrow streets of Dalmatian towns.

- *Ivan Gregov*

Gregov is an environmental activist and storybook illustrator in Zagreb, Croatia. He works with Zelena Akcija (Green Action), a World Carfree Network member organisation. His article "How to Level a Curb," was published in Carbusters *#20.*

Gulangyu Island, China

On Gulangyu Island there are no high-rises, no office buildings, no motor vehicles, and not even a bicycle. The hilly community is about one kilometre wide and just under two long, and the population of 20,000 gets about almost entirely on foot.

Gulangyu Island is actually part of the city of Xiamen, in Fujian province, opposite Taiwan. Gulangyu is an amalgam of Old Havana, a Mexican hill town, the Cinque Terre of Italy, Hawaii, an Austrian village, and a bit of Las Vegas (because of the gaudy lights every evening on every imaginable landmark on both sides of the channel).

Freight moves by simple, wooden hand cart, which can be terribly strenuous going up hills, and dangerous when going down, as the carts have no mechanical brakes.

There are electric carts that circle the island, but these are ridiculously expensive and aimed squarely at the tourist trade. A 30-minute ride around the island costs 50 Yuan (US$6), far beyond practical range for local use.

- Brian Dearle, The New Colonist

all photos: Esmonde Kelly

And Elsewhere...

There are many more carfree islands throughout the world with communities of year-round residents. The islands presented here do not allow privately-owned motor vehicles.

The entire island (50km^2) of **Hydra**, Greece, is free of motorised vehicles. The population is 3,000 Entire island (50 km^2). Leonard Cohen bought a house there and met a woman called Marianne. **Buyukada Island**, a short ferry ride from Istanbul, has a year-round population of 17,000 residents and visitors get around by bike or on the 304 licensed horse-drawn carriages.

There are number of carfree islands off the coast of Germany in the North Sea. One of the largest is **Juist**. It is 0.5 km in width and 17 km in length and has a population of 1,790. Off the cost of Gothenburg, Sweden is the **Southern Göteborg Archipelago**. It has 5,000 permanent and another 6,000 summer residents and is completely carfree.

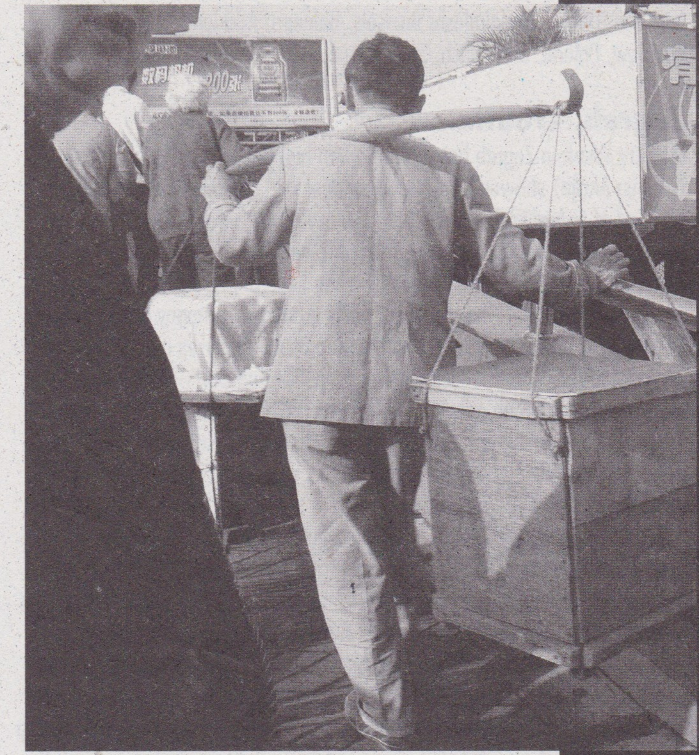
Sark, population 610, is a small island of the Channel Islands, in Britain. The only means of transport in this feudal state are horse-drawn vehicles, bicycles, tractors and battery-powered buggies for elderly or disabled people.

Paquetá Island is an island in Guanabara Bay, Rio de Janeiro. Its 7,000 residents get around on bicycles and horse-drawn carriages.

Lama Island is the third-largest island in Hong Kong, with a population of around 6,000. Buildings above three storeys are prohibited; it has no roads.

Lamu, Kenya, population 10,000, was founded in the 14th century and 6,500 donkeys solve most of the transportation problems.

- Sources: Wikipedia.org; Autofrei-Wohnen.de



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The World Celebr

■ Cool bikes, cows, (no) cars, and Critical

World Carfree Day just keeps on spreading. We received many stories and reports both from first-time events as well as from veteran carfree day organisers. Here we publish a selection of reports from activists around the world, but many other events were registered via our World Carfree Day web page <www.worldcarfree.net/wcfd>, where you can find links to local World Carfree Day events around the world.

Let the stories presented here be a source of inspiration for future World Carfree Days worldwide. Besides the places featured below, we heard from people in Fayetteville, Arkansas; Arcata, California; Ashland, Oregon; Franklin, Tennessee; Madison, Wisconsin; Toronto, Ontario; Sydney, Australia; Dhaka, Bangladesh; Brussels, Belgium; Auckland, New Zealand; Wroclaw, Poland; and Zurich, Switzerland.

Zagreb, Croatia

Mobility Week in Zagreb began with a film night at which Green Action (Zelenja Akcija) showed local documentaries by Fade-In; we also screened *The End of Suburbia*. Two days later Green Action held a roundtable discussion about urban transport in Zagreb, with representatives from the Transportation Faculty, the Croatian Cycling Federation, the city council's transport department, the municipal public transport company and Croatian Railways. All of the participants contributed useful analyses and suggestions and agreed that priority must be given to public transport – particularly the expansion of suburban railway and inter-modal transport such as shuttle buses to railways stations. The city council representative announced that in the next two years the city of Zagreb will expand its bicycle path network from the current 139 km to 300 km.

The biggest event was the Car-Free Challenge, inspired by the event held in Madison, Wisconsin, USA, for the last three years. In this "game," people commit themselves to going carfree for a week or more; the person who cuts back on driving the most wins a prize. Advertising started before carfree day via the media and a local bike shop, and we had 50 participants by September 22, when the two-week event began. With registrants signing up at the carfree day table, the number of participants rose to 180. The local bike shop and Croatian Railways donated prizes and free advertising space on one of the most visited Internet portals in Croatia.

The response from the media to World Carfree Day and the Car-Free Challenge was excellent. Green Action gave 23 media interviews.

- *Pippa Gallop*

Zrenjanin, Serbia and Montenegro

This is the second year that the NGO Cyclemania has organised World Carfree Day in the town of Zrenjanin, with support from the local government and businesses. We managed to clear the main square of cars and organised some activities with prizes for kids. People could get t-shirts, pamphlets with educational information about pollution, energy waste, noise and other negative impacts of cars. The event ended with a 5-km Critical Mass with about a hundred people of all ages participating.

- *Darija Ivetic*

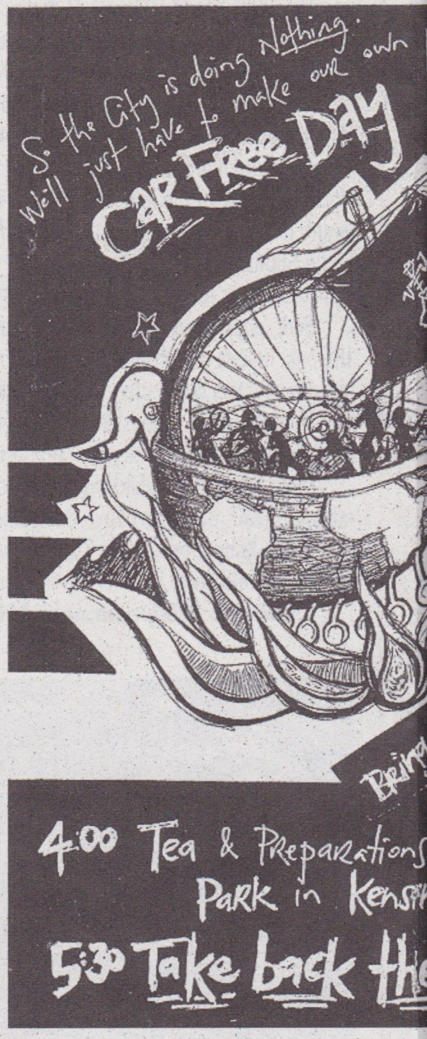
Milan, Italy

For the second year, the Mobility Manager's Office of the University of Milano-Bicocca in Milan organised events throughout European Mobility Week. The focus was on the importance of a bicycle path connecting the university with several bike lanes to small towns outside Milan. Connecting these lanes with the university could induce many students and employees to leave their cars at home.

World Carfree Day outside the university included a breakfast for cyclists and gifts to all students and faculty that arrived by bike. Two cyclists' groups supported the event – World Carfree Network member +bc, which repaired bikes, and Chain Gang, who set up a multimedia stand.

In comparison with previous years there has been more interest in the event and more people attended. Still, most passing cyclists didn't know about carfree day, but a free t-shirt saying "We start with the bicycle to change the way we move around town" will keep their minds refreshed!

- *Flora Bianchi*



Barcelona, Spain

Hundreds of cyclists gathered for a Critical Mass, using banners expressing their desire for bike lanes and raising awareness of the impact cars have on our everyday lives. They also spoke for pedestrian rights and criticised the fact that Barcelona is no longer organising a carfree day, but just a general sustainable mobility week.

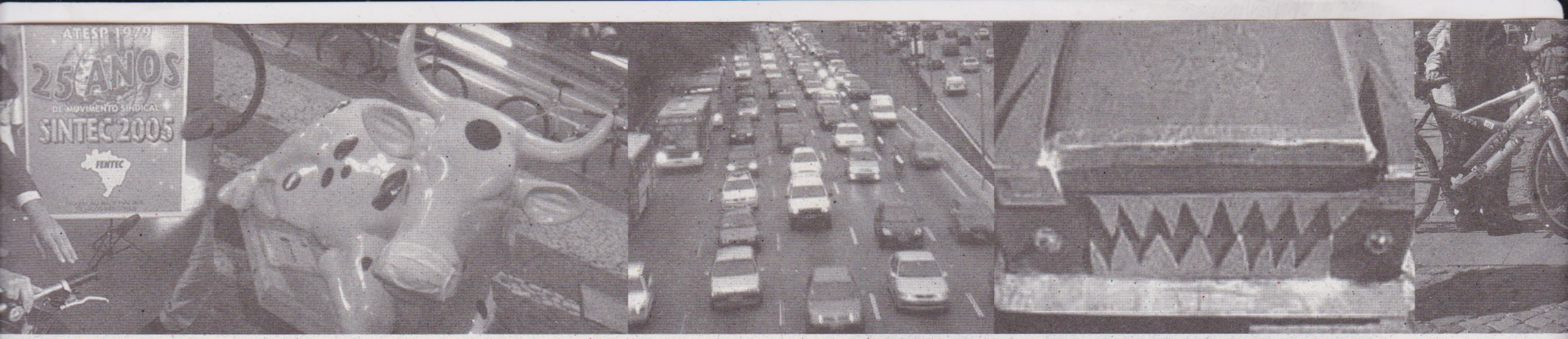
During the ride, several bicycle stencils were painted on the streets where bike lanes should be built according to the city authorities but are not there yet. Photographs of the event will soon be shown on this site: <www.masacritica.info>.

- *Marta Pombo*

Turkey

On September 18, "Cycling Day" was celebrated in Turkey's three largest cities, with 300 people in Ankara, 200 in Istanbul, and 100 in Izmir. Events were organised by a coalition of several environmental and youth organisations, plus help from the cities themselves.

The "Let's Ride to School by Bike" campaign was launched on September 22 in the municipality of Küçükçekmece. In order to increase participation and win parents' confidence, some bicycles were donated to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The World Celebrates Carfreedom

■ Cool bikes, cows, (no) cars, and Critical Mass on World Carfree Day, September 22

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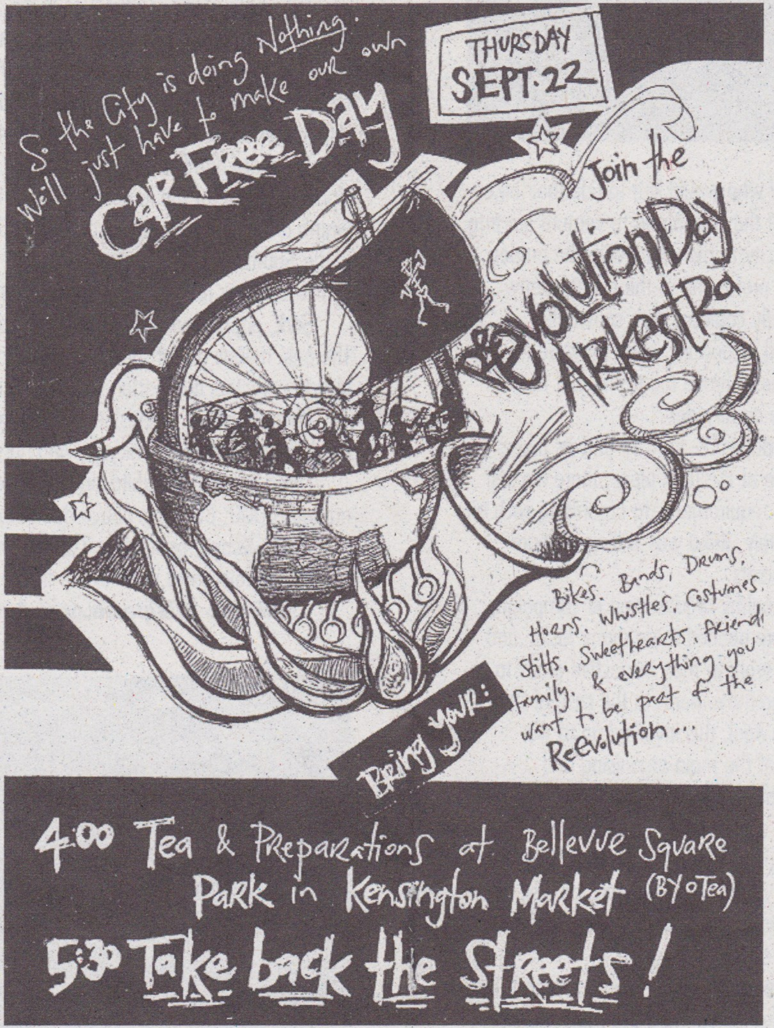
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THURSDAY
SEPT.22
Join the
ReEvolution Day
ARKESTRA
Bring your:
Bikes. Bands, Drums, Horns, Whistles, Costumes, Stilts, Sweethearts, friends, family, & everything you want to be part of the ReEvolution...
4:00 Tea & Preparations at Bellevue Square Park in Kensington Market (BYOTea)
5:30 Take back the Streets!

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Vancouver, Canada

Vancouver's carfree day street festival picked up on the momentum generated by the successful Carfree Commercial Drive Festival [*see Action pages,* Carbusters *#24*]. Event partners were the City of Vancouver, Better Environmentally Sound Transportation, and the Gastown Business Improvement Society.

About 100 volunteers helped close four city blocks to make way for 45 info booths and displays, 12 sculptures from old car parts, and 10 "climate-friendlier" vehicles. Concerts were held throughout the day; overall, the festival attracted about 8,000 people.

Celebrations began with a parade to the main stage led by the Carnival Band. Entertainment also included a Planet-Friendly Fashion Show, a "bicycle wedding" by a local theatre troupe and "Consider the Journey," a blessing for alternative transportation.

Except for a city bus that took a wrong turn and drove through the event site, a bystander who jumped onstage while the security guard took a break and several residents and businesspeople who complained about the lack of parking, the event generally went off as planned. Exhibitors were happy with the turnout and public feedback was positive about all the things to see and do. In the future, we could have larger crowds if the event was on a weekend.

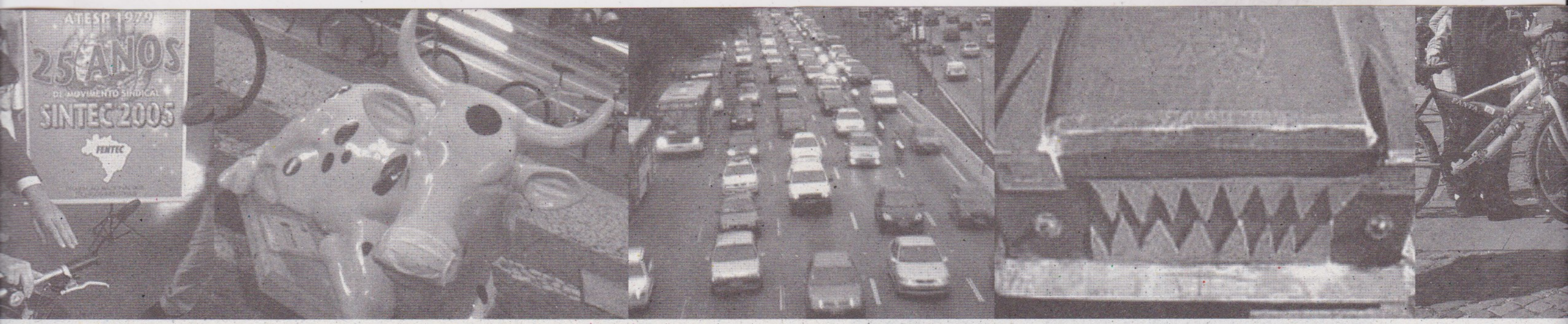
Further information at <www.carfreedayvancouver.ca>.

- *Barbara Constantine*

Morelia, Mexico

For World Carfree Day we organised a bicycle tour through downtown and a contest on "dressing up" a bike on September 24. We had 30 people, and the winner of the contest was the "bicicoptero," a bike made to look like a helicopter. You can download pictures from <www.espanol.geocities.com/pe_aguerre>. The local government is interested in working more on the subject and there are plans for a bike path in downtown Morelia.

- *Pedro Alveano*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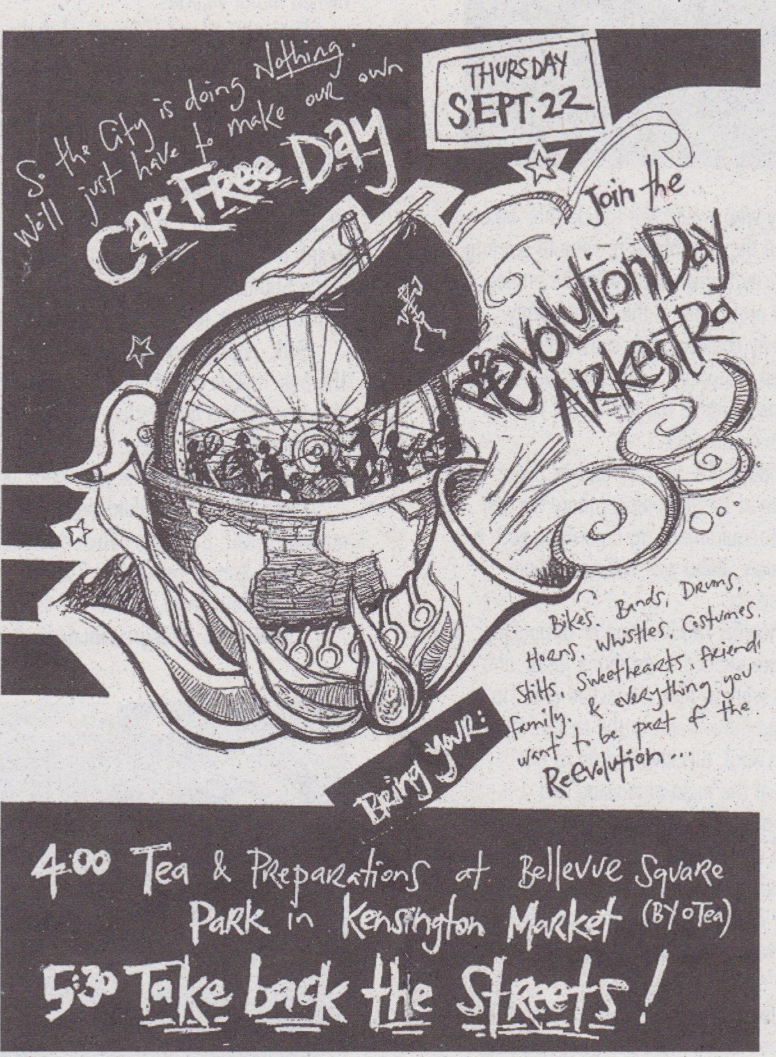
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Revolution Arkestra
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ritical Mass on World Carfree Day, September 22

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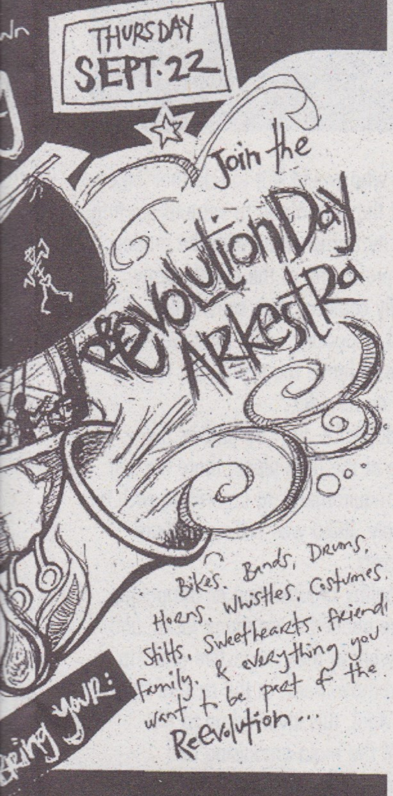

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- *Pedro Alveano*

San Luis Potosi, Mexico

World Carfree Day was celebrated with a 50-speaker forum on various subjects but focused on the transport law, with a proposal to call it the Transport Equity Law and to include articles on pedestrians and cyclists (including bicycle facilities). There was also a bike ride with 110 people including politicians and their families. The events were organised by a coalition of 13 groups, including a sport federation, urban advocacy groups, mountain bike associations, repair shops, stores, and environmental and social groups.

- *Agustin Villegas*

Quito, Ecuador

For the city's first carfree day, the citizens' initiative "Quito para Todos," with support from the city, organised a demonstratation to compare the amount of public space taken up by automobiles, bicycles and public transport. We showed that 80% of the public space is occupied by cars but only 20% of the people who live in Quito own cars.

There was media coverage and municipal personnel contributed with promotional posters on the benefits of the use of public transport. We asked the citizens of Quito to voluntarily leave their cars at home, but the response was not very high. Nevertheless some people did mobilise to go by foot, bicycle or public transport. For next year, we hope to organise, with city support, a carfree day including restrictions and permanent campaigns for education and awareness.

- *Quito para Todos*

São Paulo, Brazil

There were two events. The "official" event, co-organised with the City Council using the slogan "In Town, Without My Car!" included a "carfree" demonstration made up of two cars and two SUVs filled with media, one car, one SUV and two motorcycles from the municipal traffic office, and 21 bikers (of which two were politicians, one was a bike-video reporter and four were policemen).

The "unofficial" event was the classic "bicicletada" (Critical Mass). Seven intrepid bikers (one joined later) occupied one lane and went at the same pace as the cars (10 kmh) and talked to those stuck in traffic.

Since the famous "Cow Parade" is in town, we placed masks on every cow in one street, Avenida Paulista, to protect them from the pollution.

This year, more than 60 cities in Brazil participated in World Carfree Day. More info can be found at <www.apocalipsemotorizado.blogspot.com>, <www.bicicletada.org> and <www.ciclobr.com.br>.

- *Mariana Rillo and Nacho Durán*

Minsk, Belarus

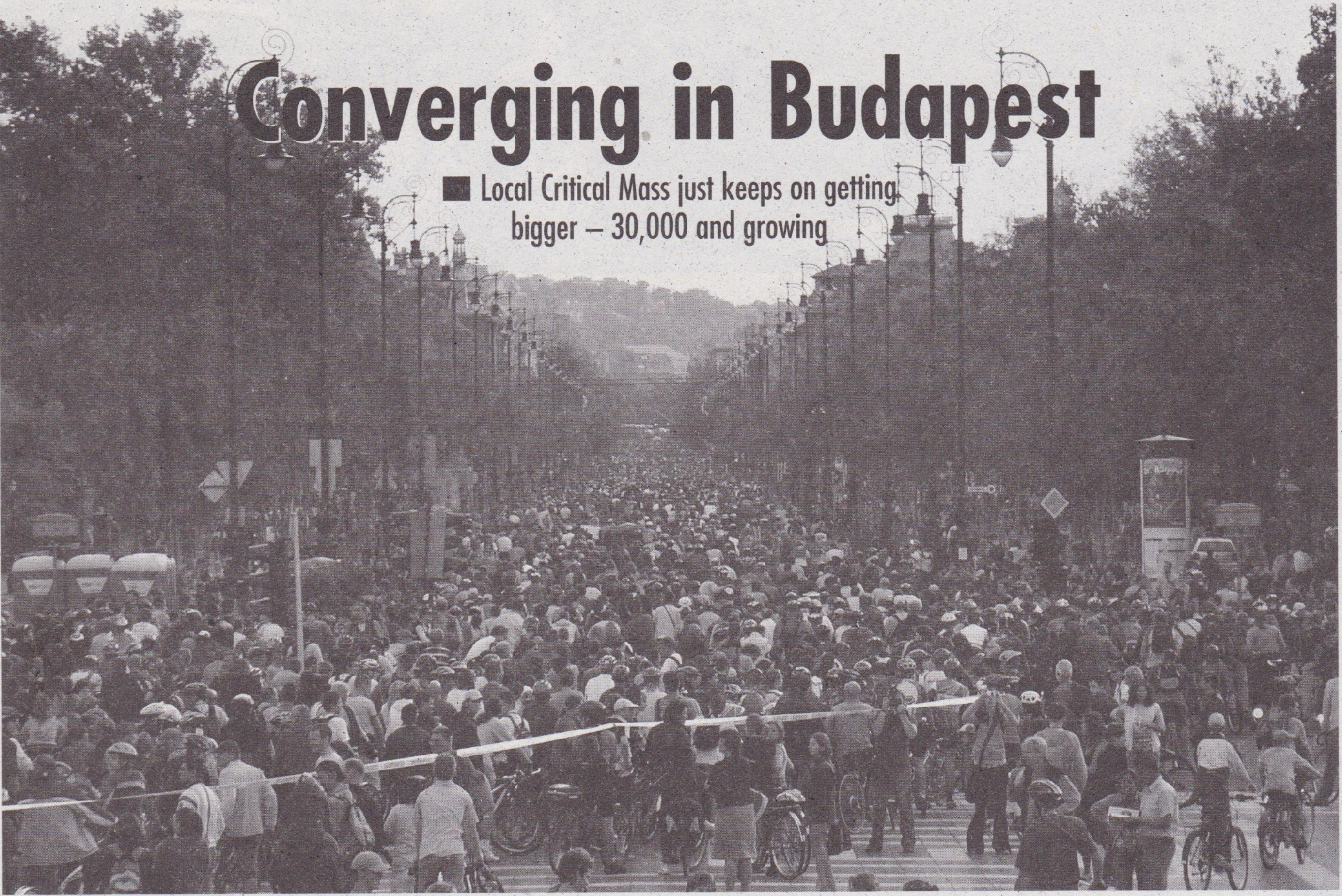
Although Minsk saw its first Critical Mass on April 29, it is quickly becoming a popular and regular event, with 50 bicyclists taking part in the September 22 ride. Two Belarusian TV channels covered the event.

The always-popular Transportation Game took place on the Saturday after carfree day. The goal is to see which transport mode is faster. Seventeen teams of one to four people participated in the public transport category and six teams rode bikes. The game was organised to encourage the use of public transport and bicycles. More information at <www.criticalmass.mi.by>.

- *Uladzimir Valodzin*

Converging in Budapest

Local Critical Mass just keeps on getting bigger – 30,000 and growing



Bajomi Bálint, Greenfo.hu

by Justin Hyatt

If you have ever been on a bicycle in the Hungarian capital, you probably remember all the bumps you hit and the times you had to get off your bike to carry it over curbs or up stairs.

If you were not lucky enough to be in a bike lane, then you certainly remember the screeching, the din and the fumes of cars that raced past you or cut you off. It is likely you were not yet aware of the mounting Central European bicycle activism movement.

"Mounting" might be an understatement; "explosive" should be the correct term. In spring 2004, a Critical Mass ride took place to coincide with World Water Day. Approximately 40 people showed up, and the ride was no more than 30 minutes long. The next scheduled Critical Mass ride was for World Carfree Day on September 22. For anyone who participated in the small spring ride, a surprise awaited them at Hero's Square at 6 pm on that Wednesday night.

Hundreds if not thousands of people seemed to be converging from all directions. The large historical square was full of people, who then poured into the streets of Budapest on their bikes, and rode through the city for two hours. Disbelief soon turned into excitement, as the next day reports confirmed 4,000 riders.

For Earth Day, April 22, 2005, the trend continued. Hero's Square, 6 pm. Nobody could yet say if last year's ride was just a strange coincidence of space, time and a spontaneous arrangement of bodies on bikes. But it was not so. If you happened to be driving a car at this time, and you didn't pay attention to news reports of an unprecedented number of bikers on Budapest's streets, you were out of luck. No less than 10,000 citizens got on their bikes that day and joined what was certainly one of the largest Critical Mass rides in history.

It lasted around three hours, covering a large area of the city, touching Keleti Railway Station, the Elizabeth Bridge, the west side of the Castle District and Moscow Square. During some parts of the ride, there were was such a multitude of people that one had to walk one's bike until rounding the next turn. It was a sensation and talk in the town began to turn to the issues of cycling in the streets of Budapest.

A Hungarian Recipe?

When most cities are excited to get a few hundred people to show up, how is it that Budapest has become the scene of Critical Mass participants rocketing into five digit numbers?

What exactly is happening in this city, that up to last year wasn't particularly known for its cycling culture or for the conduciveness of its streets or heavy road traffic to the bicycle? Is there a special Hungarian recipe for this? Perhaps Bicycle Paprikash?

One of the key players in organising Budapest's Critical Masses is a bike courier who goes by the name of Kükü. While he is a strong force in the organisation, we find out that there are a lot of actors who come together to make this phenomenon happen. But to understand the forces at work, we need to consider that in Budapest, a city of roughly two million people, there are many who would like to ride their bike more often, but they are afraid to venture out into the hazardous city traffic. Thus, with the proper organising and promotion of the event, many people will gladly coalesce with snowball-gathering speed, especially when they are no longer left alone to brave the traffic, but flanked by fellow riders on all sides.

Even if Budapest – the city and its bikers – is the right time at the right place, there are still some essential requirements to organising such an event. Fortunately, Kükü was willing to share some of the secrets.

Like any healthy organisation or campaign, many people are needed to do many tasks, and several groups work in their respective areas to create one large movement. In the case of the Critical Mass in April, this involved up to 40 people on top of the main organising and dissemination of tasks. This group was made up of members of several NGOs, such as Zöfi (Hungarian Young Greens), which also produces the Hungarian version of *Carbusters*, as well as bike couriers, who played a very important role in organising the event.

Bike couriers *are* the ones who are on the streets with their bikes more than anyone else, and they, if anybody, have a lot to gain if the city turns more bike-friendly. Kükü said the main organisers were first and foremost busy recruiting local organisers, instead of participants to join the ride.

Next, 100 official "traffic organisers" wore orange t-shirts with the Critical Mass imprint and the word "organiser" on it. The police required that organisers on bikes would make sure that everything goes smoothly, the flow of bicycles sticks to the designated route, and that situations involving irate drivers can be handled in the most efficient manner. For the fall ride the number of organisers increased to 250. Cooperating with the police has been important and without problems, even if it is annoying to have them zooming back and forth on their motorcycles.

As many different groups rallied their own people to take part, posters were printed with a special empty box where organisers could write in the time and place of their particular groups' meeting place. The result was that groups of friends and colleagues from points all over the city converged to form one big mass.

There were of course many riders who simply saw one of the hundreds of stickers, flyers or posters which had been distributed to hundreds of locations. Stickers were placed on eye level for cyclists at many intersections and flyers were dropped off in stores and cafés. The bike couriers from one of the main messenger companies also wore messages on their courier packs announcing Critical Mass.

The Internet wasn't spared either, when <www.criticalmass.hu> came online. Banners were flown far and wide and the call to join was sent out to the ends of Hungarian cyberspace. Downloadable posters and flyers regarding the event could be used by anyone. The press knew about the event, and a special press section on the Critical Mass page included downloadable articles and statements about Critical Mass.

All of this was accomplished with relatively little money. Local organisations distributed materials at a low cost, and organisers had to buy their t-shirts, although they kept them as souvenirs. Otherwise, very little money was needed to bring together such a huge number of people. Volunteers made a significant contribution as well.

kep.tar.hu/xcrow

September 22, 2005

It was a great party in April, but we hoped that the trend would continue for World Carfree Day on September 22. All indicators suggested this. In the period leading up to the ride, the press expressed greater interest than before, with four or five interviews daily on the radio or TV. Accordingly, the number of spokespeople was raised. Stickers found their way onto university canteen food trays and suburban trains, while posters appeared in metro stations throughout the city. It was a city-wide effort to get the word out.

And the word got out. September 22, 2005 became the day when Budapest made cycling history: Estimates range between 24,000 and 30,000 participants.

After a few days of rain, the sun came out just in time to ensure that even the fair-weather cyclists would join in. Whether a supportive cover story in one of the leading magazines or negative trash talk in sensationalist newspapers, Critical Mass was again the talk of the town. A populist radio show caused a small scandal when one of the broadcasters quipped that he would like to chain up cyclists in his garage and turn on his car's motor. But cyclists had their day. The front section and the tail end of the ride nearly connected on a 10-11 km route.

After the ride finished, some people left for one of the after-parties held throughout the city, while others lingered on and enjoyed impromptu street music or bicycle art.

Making Change

Will these exciting events translate into concrete changes in the Budapest landscape? Apart from cycling's sudden popularity, city officials released their newest bicycle lane development strategy. While having been practically at a standstill until recently, 60 km of new routes have been designated for the next two years. The city will install bike racks in many places, and EUR 40,000 have been earmarked for immediate use for mending and repainting existing bicycle paths.

The police should become stricter with cars that park on bicycle paths. Information brochures about cycling have been created both for schools as well as car drivers; a quarter of a million of these are currently in distribution. An educational DVD has already been created and will be made available to every school.

The city goverment also came out in support of the event. Where elsewhere Critical Mass organisers have deliberated whether or not to hold the ride on a weekday or weekend, in Budapest the city government agreed to close off one of the main boulevards of the city to traffic on a Thursday. Thus, the entire length of Andrássy Street could be claimed by pedestrians, cyclists, rollerskaters and ball-playing children all day long.

Critical Mass in Budapest therefore took place on a legal basis and was sanctioned by the police. Kükü has noted that while perhaps a few compromises had to be made, this was necessary. After all, according to Kükü, had the ride been conducted illegally, very few people would have participated, since Hungarians are generally afraid to participate in civil disobedience. The benefits of this scheme have included attracting tens of thousands of people and turning the city's attention to the need of bicycle-based reform.

If the statistical trend of Critical Mass growing each time by two and a half is to continue, then next year's Earth Day ride might see more than 60,000 participants.

However, it would be wise to maintain a more cautious enthusiasm while keeping the real goal in front of our eyes: Critical Mass everyday — that is, enough people riding in the street with a enough space to ride on, so that no one has to be afraid of venturing out into traffic. Since after all: *Mi vagyunk a forgalom*. We are traffic. ■

Defending Mobility Rights

Worldwide watchdog fights discrimination against people who do not or cannot drive the almighty automobile.

by Arie Farnam

World Carfree Network is putting policy-makers around the world on notice. We have had enough of the widespread abuse of the rights of pedestrians, cyclists and public transport users; of policies that make those who don't own cars second-class citizens; and of the careless disregard for the devastating effects of car-based transport on our communities, our environment and the planet's climate.

It is time to take coordinated international action. At the Towards Carfree Cities V conference in Budapest, participants watched the film *Still We Ride*, which documents the aggressive crackdown by New York City police against cyclists involved with Critical Mass rides. The documentary and the personal testimony of a cyclist who was arrested in New York motivated the conference to launch a letter-writing and media campaign to protest the mass arrests and rough treatment of cyclists in that city.

Given our network's experiences with campaigning to save cycle rickshaws in Bangladesh earlier this year, the Mobility Justice Project working group quickly decided that one more campaign on one more issue isn't going to be enough. The criminalisation of cycling in a major international metropolis heralds a new stage for the carfree movement. The old axiom states that truth always goes through three stages: ridicule, violent oppression and then acceptance. Now, our movement has had a taste of stage two, and that is likely to require a strategy for mutual assistance and, when necessary, political action.

"When human rights abuses become so obvious, the international community needs to speak up," says Brian Smith, a media specialist from the American environmental movement and an active member of World Carfree Network. "Officials are used to hearing complaints from local organisations, but when they begin to hear from people around the world, a local problem becomes an international embarrassment."

Smith dubbed the campaign working group the "Mobility Justice Project" and the name has stuck.

New York police began their crackdown on cyclists on August 27, 2004, and have continued arresting cyclists at every monthly Critical Mass since then. The campaign to stop the arrests of cyclists in New York City is gathering steam, generating hundreds and probably thousands of letters of protest to Mayor Michael Bloomberg and Police Commissioner Raymond Kelly. Plans are in the works to train international legal observers in New York to act as a monitoring force on behalf of our network.

"We have to keep Critical Mass going in New York City," says Barbara Ross, a New York cyclist who has been arrested twice. "Critical Mass helps people who normally are too scared to bike in traffic on the city streets. After three times at Critical Mass, they are comfortable riding on a city street on their own and soon enough a bike commuter is born, maybe even down the road a bike activist. That's what's happened to me and I've seen it happen countless times."

Ross and others in New York were initially surprised and then elated to learn that people around the world have heard about and care about their situation.

"We are shocked by this crackdown in New York," says Giselle Xavier, a prominent bicycle advocate in Brazil who supports the campaign. "The US is supposed to be a democracy, but this is inconsistent. We don't want the US police to give a bad example to ours, so they might start arresting cyclists, too."

Meanwhile, a lively discussion is underway to develop and define the

larger Mobility Justice Project, which plans to assist local grassroots groups wherever pedestrians, cyclists, transit users and people in the carfree movement face repression, as well as to fight for responsible policies at the international level.

"Mobility justice in Brazil would mean that if 80% of the population cannot afford a car, then 60% to 80% of the transport budget should be allocated for public transport and non-motorised transport," Xavier says. "This is what was done in poor neighbourhoods in Bogotá – good schools with good access to public transport and free, good-quality bicycle parking. It works."

Lela Gary of Canada's Air Pollution Coalition says governments must be held responsible for the unfair imbalance in transport.

"Governments have subsidised the car so heavily at the expense of everything else that they have caused car addiction," she says. "Mobility justice is connected to transportation balance. At present, in North America, there is no such balance. Car transport is almost 95%, public transport is 4.5% and walking and cycling accounts for the rest. There is no justice in this situation for people who cannot afford cars, and that includes new immigrants, seniors and lower income families. And now that gas prices have skyrocketed, it has become a problem even for the middle class."

JH Crawford, an urban-planning author based in Portugal, emphasises the connection between mobility justice and climate change. "We can no longer afford to neglect climate change," he says. "The people who are doing the most to limit the impact of their activities on the climate should have the most favourable treatment by the governments. The Bologna protocol lays this out clearly: pedestrians before cyclists before public transport users before private cars. It's time this became policy everywhere."

Smith proposes that the network's Mobility Justice Project should strive to become "the Amnesty International of mobility rights" with a mass base of support all over the world. "The era of auto-domination is coming to a close and the Mobility Justice Project is on the cutting edge of that. Mobility justice is one of the keys to building a sustainable future by creating livable cities where the rights of every citizen are respected and honored. Even a city as big as New York City can begin moving toward sustainability, if they would just open their minds to it."

Already, many in World Carfree Network are looking beyond New York and proposing measures to deal with everything from the links between cars and climate change to access to mobility for people with disabilities and discrimination against poor people in transport planning.

"The tragedy in New Orleans was largely the result of mobility injustice, as working-class people were left to fend for themselves while the motorised class drove private automobiles to safety," Smith says. "Everyone should have the same protections in a democracy (including emergency evacuations) regardless of their class or ability to pay for an automobile."

A Typical Night: NYC Critical Mass

At dusk in Manhattan, the dazzling lights blink on, the lines of unmoving cars in the boulevards smoke impatiently, the crowds of weary office workers flow down the sidewalk to the subway, and bicycles slide along the margins with a soft whispering sound that is lost in the roar.

Cyclists gather at Union Square just before 7 pm. For ten years, they came, everyone from toddlers to grandmothers, claiming one night in the month for an expression of joy. But those good times are gone, now that bicycles have been criminalised. This night, there are no children. Yet, students, bank clerks, lawyers, journalists, gardeners and mechanics still come with their bikes and their courage. For this ride, the courage is as necessary as the bike. >>

The Goals of the Mobility Justice Project

- To claim equal rights to public streets and public funds for those who use transport modes other than cars
- To focus public attention on the most grievous costs of car-dependent transport systems
- To assist cyclists, pedestrians, transit users and grassroots groups who face repression, with international campaigns
- To expose undemocratic and deceitful policies used to perpetuate car dependence

What We Can Do

- Mass letter-writing campaigns to policy-makers and newspapers
- Media outreach in many forms
- International legal observer missions
- Negotiations with policy-makers
- Publication of open letters to officials
- Information campaigns and film screenings
- Systematic monitoring and publishing of online "mobility rights" reports

Current Campaigns

- Save the cycle rickshaws of Bangladesh from being banned from major roads.
- Stop the arrests and harassment of cyclists in New York City, return their confiscated bikes and drop the lawsuit forbidding activists to talk about Critical Mass.

Proposals for the Mobility Justice Project

- Expose how the lack of public transportation (which doubles as an evacuation system) created an avoidable humanitarian catastrophe during Hurricane Katrina.
- Lobby for accessibility for people with disabilities in public transport facilities in Central Europe.
- Mobilise for safe walking and cycling routes to school, particularly in developing countries where children are most vulnerable to cars.
- Demand that wealthy countries which produce the most greenhouse gas emissions give a proportionate share of their transport budget to those who do not drive cars, by re-allocating funds to public transport, cycling and pedestrian infrastructure.

(continued from previous page)

A fleet of police cars and motorcycles surrounds the cyclists in the square and a helicopter circles overhead. Armoured police mass at the edges and officers are heard giving orders to "arrest anyone with a bicycle" once the signal is given. A police van blares out an endlessly repeating feed: "It is dangerous and illegal to ride a bicycle in a procession on the public streets within NYC if a permit has not been issued by the New York Police Department. If you choose to ride in a procession this evening you will be arrested and your bicycle will be seized. Thank you for your cooperation."

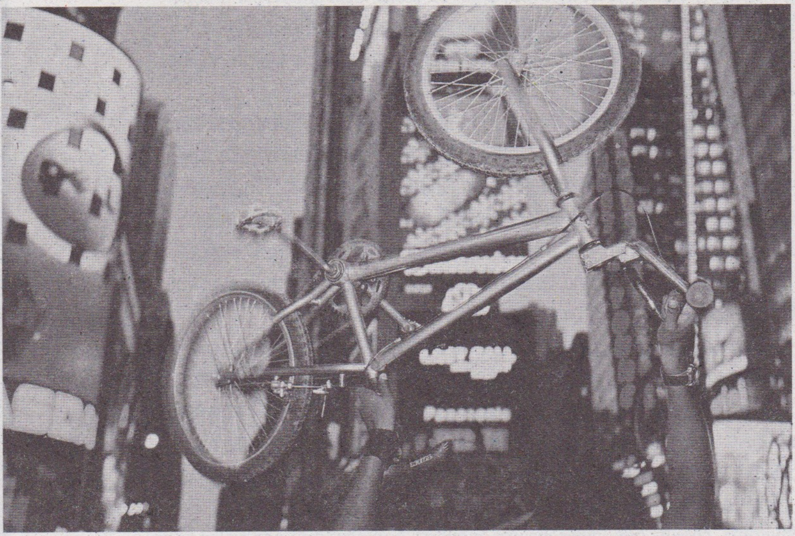
The besieged cyclists don't move. Finally, the police grow tired of waiting for them to make the first move, and they press forward, using strips of orange netting to catch the cyclists standing in the square. Some do run and, mostly, they get away. It is mainly the quiet and the slow who are taken.

This has been happening every month now since August 2004. The cyclists know what to expect, so there are alternative meeting points. Even as the police put handcuffs on this group, other groups of cyclists still make their way along the streets, sometimes a few dozen, sometimes even a few hundred. Police caravans speed in pursuit, pushing other traffic to the sides. All the while, the metal buzzard chatters above, searching for the fugitives on two wheels.

At one busy intersection, a group of cyclists stop at a light, as the cars rumble by sluggishly. In a sudden rush, a group of police swoop in from behind. A journalist on the sidewalk begins snapping pictures. A few cyclists speed forward against the light and throw themselves into the procession of cars. Those that remain – the slow, the careful and those who follow the rules – are caught in the orange netting. Chaos erupts, as police yank riders from their bikes, throw them to the ground and force their faces into the oily pavement. A journalist is also grabbed, handcuffed and loaded into the van with the miscreant cyclists.

But still somewhere else in the soft darkness, a group of two dozen cyclists slips through the police lines, picking their way through an alley, then swinging out into a lane of traffic. They ride among the brilliant lights of south Manhattan with the humid breeze streaming around their faces and arms. Their spirits soar as the road speeds by beneath them. People on the sidewalks wave and laugh out loud for pure joy at the sight. And the people in the cars peer out in perplexity. Everyone knows that the orange nets and black-clad figures with their pepper spray, handcuffs and humiliation could descend at any moment. But, for now, they are free. For a moment, the rush of wind and lights and hope is all that is necessary to be fully alive.

- compiled from accounts by participants in New York City Critical Mass



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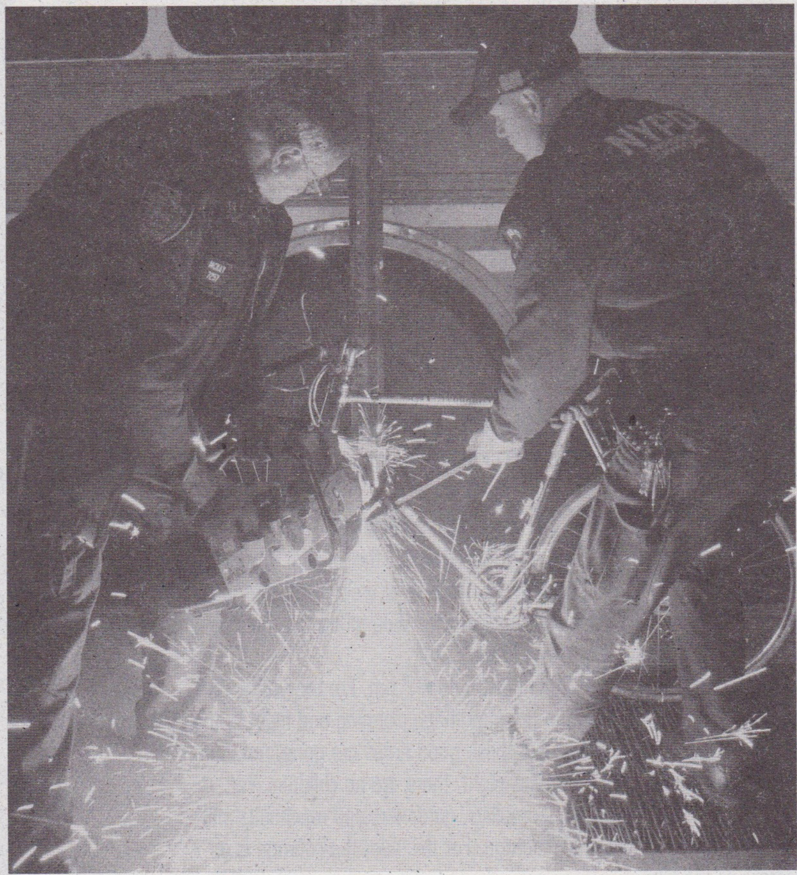
Peter Meltzler



Tom Seelie (all photos courtesy of Stillweridethemovie.com)

Want to cut your car use?

Just Call Anna

Dear Anna,
Commuting to my work by car is driving me crazy! I sit in traffic and look around at all the other lonely faces, one person to a car, and want to know how I can get myself out of this traffic-clogged mess.

Signed,
Frustrated Commuter

Dear FC,

Commuting trips are first journeys and so crucial in determining travel patterns for the rest of the day.

The choice involves two players – the individual worker and the company. There is also an interaction with business travel and child drop offs.

A personal decision is "How can I access appropriate work and a living wage?" Make sure you are not working to drive! Getting rid of a car could save a day's net wages every week.

I used to commute 40 miles by train. As well as taking two hours out of my day, the first hour of work went to cover the fare! Not efficient, even if I did read en route. I am now self employed locally. It's so convenient.

Home production includes telework by phone, text, letter, e-mail or web as well as child care, bed and breakfast and writing.

Not everyone can work from home. Could changing jobs or moving closer to work be desirable? There might be a re-location deal to help cover costs. Choose your job by looking at the whole deal: pay, prospects and quality of life, including accessibility and business driving levels. Favour sites with links to cyling or walking routes or public transport.

Shift workers often find sustainable travel tricky. Ideally, choose core hours if you want to use public transport.

Many commuters need to drop off children at childcare or school. Choose these close-by or en route, and try to avoid peak congestion. Could your kids travel independently on a walking or cycling bus organised by the school or with a babysitter or another parent?

Smart employers make a massive impact with an active workplace travel plan. Motivated by the costs of parking space, such plans include home working, tele- or video-conferencing, compressed working (doing hours ahead for a day off), flexi-time, a car club, car-pooling and organised car sharing with taxi back-up. There also are allowances for delivery and green travel – cycle allowances, public transport discount cards or a green traveler lottery for cash. Plus appropriate bike parking, travel information, visitor maps with non-car directions, priority parking for car sharers, folding bikes, interest-free travel loans, lockers, showers, on-site facilities (e.g., kitchen, canteen, nursery, cash machine), park-and-ride, etc. To work well, the plan must be run by one full-time employee per 500 staff members.

The firm must not discriminate against non-drivers or give drivers perks or higher allowances than non-car users. To properly allocate space there must be car parking permits and charges, even cash back to those who give up parking rights. Research funded by the UK Department of Transport found that travel plans encouraged 18% of drivers to change how they traveled to work.

Individual marketing is the gold standard. Also called individualised travel planning, this is where a travel-to-work expert helps each employee work out alternatives to single car commuting, providing maps and the appropriate routes to walk, cycle, public transport times and costs or finds a lift sharer. This makes choices easy and transparent. Workplace car clubs are effective in replacing company cars and cut the need for car commuting. Figures from the MOSES (Mobility Services for Urban Sustainability) Report in 2005 taken from German and Swedish examples are interesting. Following the introduction of a car club, employees reduced private car use for work purposes by 40-60%. Although the overall mileage did not fall, because car club cars tend to be smaller and newer, there was a reduction in CO_2 emissions of 40-50%.

A car club tackles the main reason given for car commuting – that the car is needed for work. 30% of employees drove to work less since the introduction of the car club.

Flexi-time is so helpful. You can then fit your hours around public transport timetables. And if the bus or train is late there is no problem. I sometimes wait for a rain shower to pass or decide against travel if dangerous ice is on the roads or cycle paths.

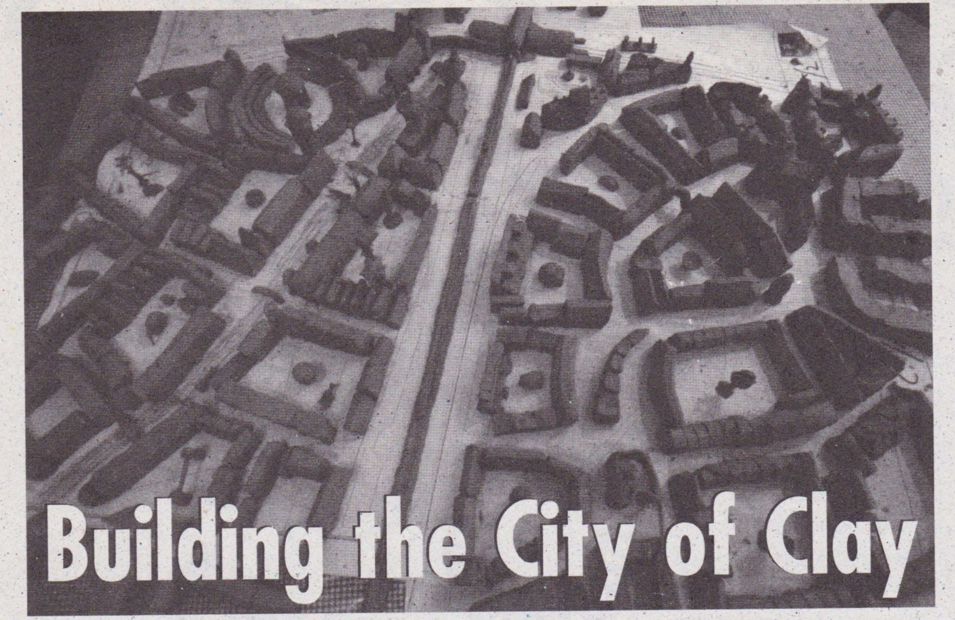
Organised car sharing schemes reduce cars on site. Matching is by car share databases (e.g., local government websites or liftshare.com), written adverts or can be organised with a map and staff marking routes. The high tech method is geographic mapping of postcodes (GIS systems).

While the exercise is healthy, cyclists and walkers sometimes arrive wet or sweaty. Bring or keep spare clothes at work to change into, especially if there are high dress requirements. Remember that, through active commuting, you are saving on gym and exercise class fees and time. And you're not breathing in the concentrated pollution at the centre of the road. Car users breathe in three times the toxins of walkers or cyclists. *[Ed.: For an update on this information, see "Studies and Reports, page 26.]*

Good luck. By cutting your car use you'll save money, be healthy and green!

If you have a question you would like Anna to address in a future column, write her at <info@cuttingyourcaruse.co.uk>.

Anna Semlyen is the author of Cutting Your Car Use *(www.cuttingyourcaruse.co.uk). Sales 55,000+. She is actively seeking publishers and potential authors in other countries to produce local editions (except North America or Wales). Interested? E-mail <john@greenbooks.co.uk>.*



Building the City of Clay

■ Getting dirty with design at Towards Carfree Cities V in Budapest

by JH Crawford

On the second day of Towards Carfree Cities V in Budapest, some 35 conference participants began work on a maquette (scale model) from potter's clay. This scale model depicted an area northwest of Budapest's city centre, and we hoped that it might catalyse the building of an actual carfree district on that site.

I was seeking to test the ability of ordinary citizens to design their own environments. Ever since the failure of Modernist urban planning, people have sought a way to plan cities that more effectively meet the needs of their citizens. Unfortunately, the dominant place of the automobile is hardly ever questioned; but a number of people have explored the feasibility of involving future residents in the planning of their city.

Christopher Alexander, an architect best known for his 1977 *A Pattern Language*, has explored this possibility for years. He identified 253 patterns that characterise successful human settlements. He hoped that these patterns would guide ordinary people in designing their own spaces. He also worked with groups of citizens to design a broad range of neighbourhoods and houses that would help his clients express their needs and hopes.

I am developing a method that involves thousands of people designing a carfree district on the site itself. The construction of a clay maquette was the closest approach to a test of this idea that was feasible.

We tested both participatory design and the prospects for a return to medieval street arrangements. The process also tested the willingness and ability of ordinary people to design spaces that satisfy the technical requirements of a carfree district.

We also showed that people with brief training can help others to design a carfree area.

Preparation

The Young Hungarian Greens (Zöfi) sponsored the maquette project and undertook the preparations. Just two days before starting, we identified two potential sites, and Zöfi obtained photographs and maps at a scale of 1:500.

In a real design effort, urban planning would be complete before starting the design of streets and buildings. Actual planning results might invalidate what we created, but the maquette building was still a good test of the process.

Ten members of Zöfi and seven urban design students from Istanbul served as facilitators for the process. They helped others to build the maquette and also did much of the actual work themselves. The objective was to assure that practical, safe, beautiful neighbourhoods are built at a human scale and will serve as a hearth for the development of a strong sense of community.

I explained to the facilitators that I am advocating a method that would assemble the future residents on the site and help them arrange their community on a large scale in a single day. Some preparatory work would be required, so that people understand the range of design choices available for a fairly high dense carfree district. The process would begin with the arrangement of people into communities and the regulation of density gradations across the sites. This would be followed by the location of the main squares, a few major buildings, and the major streets. In succeeding phases, design of small areas would use similar methods, with those involved working directly on the site.

I showed the Reference Design from *Carfree Cities* and described the advantages in medieval patterns of city design, which include human-scaled and unique buildings, streets with a cozy sense of enclosure, and interior courtyards to provide greenery and light. The characteristic radial arrangement of streets is suited to a district served by a transport halt at the centre.

First Steps

The first task was to choose one of the two sites. Justin Hyatt of Zöfi described the sites and showed the photographs and maps. After a fairly brief discussion, we chose the site which was a little farther from the city centre than ideal, but the crossing of two passenger rail lines there compensated for this. The east half of the site could not be redeveloped due to Roman ruins and existing buildings, so we decided to model the other half of the site, which was complicated only by the ruins of a Roman amphitheatre and a large drainage canal running parallel to the railroad. Photographs showed that the site was very flat.

As we assembled the base map, we became more familiar with features of the site. The obvious first task was to build a station at the crossing of the two rail lines, which became the district hub. We determined that the existing ugly concrete drainage canal was both a problem and

an opportunity. I suggested that our decisions regarding this canal would affect everything we did in the district and that the water could be an asset if we relocated the canal.

We decided to move the canal into the body of the district and to make it wide enough to have streets with trees on both sides. Several participants explored possible locations, using buildings at scale to mark the edges of the street that would be formed, to give a feeling for the space. The chosen route was pencilled in.

Failing to immediately model and place all of the existing features proved to be a minor error once it became apparent that the amphitheatre ruins, which had to be preserved, greatly affected the design of the area northwest of the station. In fact, the original design for a main square just north of the train station had to be completely redone. The large square and church had to be rearranged, and the church was ultimately moved to another square. The design of the area around the central station faced the tightest constraints.

Once the amphitheatre had been modeled, a workable design for the main square soon emerged. An arcade was built to connect the square with the canal-side and integrate the area. The amphitheatre was connected directly into the square, bringing this historical feature back into daily use.

Unfolding of the Design

I was interested in testing the theory that design sequences, when correctly applied, can lead to a good result. While this was not a true test of that theory, I did, whenever it came time to suggest an approach to the group, try to apply the design sequences that I am still developing.

People immediately understood the need to build out from the district centre and to work down in scale elements. The major radial streets were the most important elements laid down after the centre had been established at the train station. The participants were always influenced by what had gone before, except for a few times when people built an element they wanted to include and then sought a place to fit it in. This did not seem to hurt the process.

The influence of the comparatively few site features was profound, especially the gentle curve of the north-south rail line and the amphitheatre. It was clear that everyone understood that the precise location of the canal affected all further decisions. The east-west rail line was a major barrier, and people saw immediately the need to coordinate underpasses so that both halves were tightly connected. Few actions seemed to have been taken without consideration of what was already built or the impact on the whole.

> **"*People engaged in the process and willingly expressed themselves in clay. The creativity that people brought to the process was impressive.*"**

As they worked, people discussed the problems and opportunities that arose. People other than myself handled most of the problems, although I was active throughout the process and frequently offered my thoughts.

Assessment

The results achieved from the maquette building process were better than I had hoped, as people engaged in the process and willingly expressed themselves in clay. The creativity that people brought to the process was impressive. For instance, the central square did not connect well with the new canal. Someone came up with the idea of elevating one building to create an arcade that would provide just the right degree of connection between these two elements.

This one exercise was enough to convince me that an urban area should never be designed without direct involvement of many other people. Participants brought up many new approaches and solutions; better design arises when people work together to meet the challenges of a site.

I observed that some participants seemed to avoid actual design work and instead made buildings for others to place on the maquette. While this was helpful, as buildings were not prepared beforehand, these people were not full participants. (Everyone involved in the design did make some of the buildings they placed, and a few were made with some depth of detail.)

Perhaps people simply did what they were comfortable with, but ideally these people would be drawn into the design work itself.

There was also a limited amount of room around the table, and not everyone could have a front-row seat at the same time.

I also have a concern as to how much the process was a reflection of my own ideas and opinions. I am known to many of the people who participated in the process, as is the nature of my work. A different facilitator would perhaps have led to very different results.

I did, however, succeed in drawing out the ideas of others, asking people for their ideas and making sure important decisions did not go forward until general agreement was reached.

At the same time, the briefing I gave to the facilitators before the start of construction probably did influence their ways of working.

The ultimate role of clay maquettes in carfree design is not yet clear, but they can help people to express their aspirations. Further testing of this technique will reveal its uses and shortcomings. Given that it is quick and cheap to employ, I think it is probably an excellent technique when used prior to more complex and formal methods.

Even if final design should occur in the field, building a maquette reveals issues that must be dealt with and makes clear the prejudices and desires of the participants. Particularly noteworthy was the desire of people to add elements to the interior courtyards, especially trees. In fact, the desire for trees was one of the mostly strongly and universally expressed sentiments.

In the two days following construction, we gathered around the maquette and discussed the result. I explained the participatory design process I advocate, and this seemed to find a receptive audience. People seemed to think that we had largely implemented these methods in building the maquette. ■.

JH Crawford is the author of Carfree Cities and the owner of Carfree.com. He is currently writing a carfree city design manual.

Studies & Reports

On Congested Roads, Who Breathes in More Pollution?

Carbusters #1 reported that motorists breathe in up to three times more pollution than cyclists, based on a 1997 study by the Institute for European Environmental Policy (D. Taylor and M. Fergusson, "Road User Exposure to Air Pollu-tion: A Literature Review for ETA and DETR").

The study claimed that cars offer little or no protection from pollution, that motorists are driving in a "tunnel of pollution," and that cyclists on the edge of the road are exposed to much lower pollution levels.

However, that study "was about ambient concentrations of pollution rather that uptake," study co-author Malcolm Fergusson told *Carbusters* on October 10. "It was noted that the elevated respiration levels of cyclists were an unknown but potentially important variable that needed further study."

The pollution "uptake" issue reached the British public on August 21, when the *Sunday Times* ran an interview with David Newby of the British Heart Foundation, who plans to publish a paper on the subject in the journal *Circulation* (www.circ.ahajournals.org).

Newby claimed that "cyclists breathe two to three times as much air as car drivers," implying that they also breathe in two to three times *more pollution* (ignoring the "pollution tunnel" factor).

"Cycling through congested traffic exposes the cyclist to high levels of air pollution, especially as the exercise of cycling increases breathing and the individual's exposure," said Newby.

The heart doctor had 15 healthy men cycle on exercise bikes for an hour while being exposed to levels of diluted diesel exhaust comparable to the air they would inhale cycling on a congested city road. Six hours after exposure to the fumes, damage was detected to the men's blood vessels.

Instead of calling for restrictions on car use, Newby called for bike lanes to be located away from major roads.

However, the British Heart Foundation has clarified its position. Its website states: "For most cyclists, the benefits to their heart health from regular exercise far outweighs risk from pollution, which has yet to be directly proven."

The jury's still out on whether motorists or cyclists breathe in more pollution on congested roads. It may be that, on average, they come out about equal.

Shut Up and Drive

Although using hands-free mobile phone devices while driving might appear to be a safe alternative to holding a phone in your hands, a new study published in July in the *British Medical Journal* suggests there is no safety benefit to such devices.

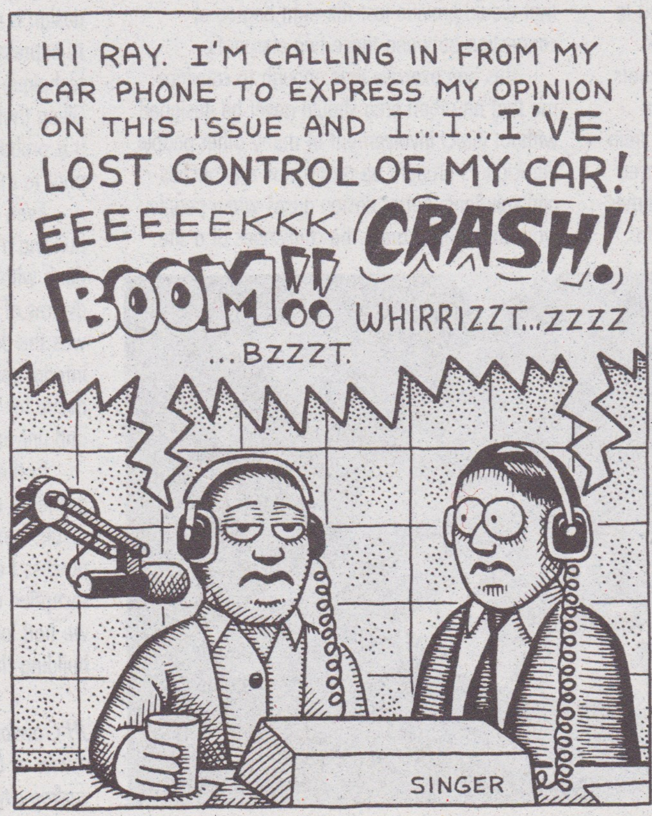
Using mobile phone records of 744 drivers who had accidents in Perth, Australia, the Insurance Institute for Highway Safety concluded that talking while driving, whether using hands-free devices or not, poses the same risks.

"It's the cognitive overload that sometimes occurs when you're engaging in a conversation that is the source of the distraction more so than the manipulation of the device," says Rae Tyson, a spokesman for the National Highway Traffic Safety Administration in the *New York Times.*

Transport Canada also warns against mobile phone use, but still offers tips for drivers who really have no choice but to make that call while cruising down the highway. Drivers are advised to "keep calls short and factual. Emotional or thought-provoking conversations are distracting. Recent research suggests that decisions made while driving and talking on a mobile phone are not always good decisions."

The study notes that restrictive measures on mobile phone use are hard to enforce, but that this study could change things.

According to a 2002 Harvard University study, mobile phone use causes 2,600 traffic deaths annually.


HI RAY. I'M CALLING IN FROM MY CAR PHONE TO EXPRESS MY OPINION ON THIS ISSUE AND I...I...I'VE LOST CONTROL OF MY CAR!
EEEEEEEKKK
CRASH!
BOOM!!
WHIRRIZZT...ZZZZ
...BZZZT.
SINGER

Are Motorcycles "Better" than Automobiles?

World Carfree Network member Konstantinos Tsourlakis from Greece's PEZEE pedestrian rights organisation has submitted a report questioning motorbikes as being "better" than cars and thus an acceptable part of the carfree or at least "car-lite" movement. In many countries motorcycles are common means of transport because they are cheaper and can avoid traffic jams, and some would argue they qualify as carfree. The main arguments usually are that they pollute less and take up less space than cars.

"Motorcycles and Bicycles: Debunking Myths" finds that motorcycles are, in many ways, more polluting than cars and they have less potential to limit that pollution. The engine size is too small for adding anti-pollution technologies.

The lower space usage of motorcycles is of course a consequence of their smaller size. If all drivers were to switch to motorbikes, however, the number of motorised vehicles would increase greatly and with them the number of combustion engines. This would lead to city environments becoming noisier and more polluted. The report also looks at the physical dangers of motorcycles.

The complete text of the report can be found in the "freesources" section of Worldcarfree.net: <www.worldcarfree.net/resources/free.php>.

Poll: Americans Send Mixed Signals on Clean Energy

Eight in 10 Americans say it's important for people driving sport utility vehicles to switch to more fuel-efficient vehicles to reduce that nation's dependence on oil. With gasoline prices around US$3 a gallon and the price of natural gas rising sharply, 6 in 10 said they are not confident President Bush is taking the right approach to solving the nation's energy problems, according to a survey of 1,523 adults by the Pew Research Center.

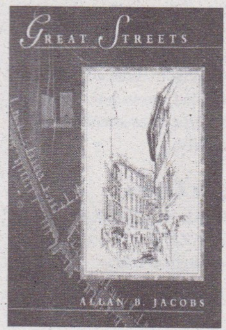
The study also found that almost 7 in 10 want the government to establish price controls on gasoline and to spend more on public transport. Just over 70% want to offer tax cuts to develop wind, solar and hydrogen energy. More than 80% want higher fuel efficiency required for cars, trucks and SUVs. A smaller number, 52%, are for giving tax cuts to energy companies to explore for more oil.

Still, almost 6 in 10 say exploring for new sources of energy is more important than protecting the environment. Also an increasing number of people want to drill for oil in protected areas.

Reviews

Great Streets

Allan B. Jacobs, MIT Press, 1995
ISBN 0-262-60023-4



How do we measure beauty? A scientist could take specific measurements and come to some vague conclusions, but isn't beauty rather something immediate, subjective? There is rarely just one feature alone that makes a face beautiful, such as bright eyes or glowing skin. It is a combination of things in which the whole is greater than the sum of the parts.

Similarly, in reading Allan B. Jacobs' book *Great Streets*, it is clear that there is no single element or combination of elements that makes a great street. Each is unique. Even though streets are artificially designed by people, great streets still strike us with the same strong impression as a beautiful face, and we first see the whole rather than a particular feature. They draw us in, raise our curiosity.

On my first visit to Europe, just out of college, I visited Paris. The architecture and layout of the streets fascinated me. I came to the Seine and looked back and saw Boulevard St. Michel (one of the streets in the book).

Although I was exhausted from the flight and my hotel was across the river, I backtracked and hung out among the crowds on the boulevard. The streets were full of bookstalls, interesting shops, and cafes with tables on the street and people sitting talking (about philosophy I imagined). The alive and energetic street was a sharp contast to the dominance of the car on North American streets. Here, there was a great sense of intimacy, like a huge living room. Of course, the Parisian girls didn't hurt my impression, either.

Jacobs focuses for the most part on European streets. He writes that Barcelona has the largest number of great streets (he looks at Paseo de Gracia), but he also covers Rome and Paris (he calls the Champs-Elysees perhaps the best known street in the world).

He doesn't just focus on Europe, though. The book also includes a few streets in the United States and bicycle boulevards in Beijing.

Streets are for people, writes Jacobs, and although he doesn't appear to have any particular quarrels with automobiles (which only makes his subliminal anti-car writing more credible), the great streets he chooses are never car-dominated. The higher-speed boulevards in the book always have a dual purpose, one part for people and one part separate for cars, so that traffic never interferes with the humanity of the street.

Jacobs shows that traffic calming keeps cars tame and at the same time makes motorists feel like they are trespassing and upsetting the balance of the street. Great streets may purposefully cause confusion in motorists to slow them down. The street thus remains safe and quiet, a place where people can meet and talk and feel that their children are not in endangered.

The book is a pleasure to read, both from the perspective of a city planner and the point of view of a lover of urban spaces. The text is illustrated by impressionistic pen-and-ink drawings that convey the feeling of the street. There are also useful aerial drawings and cross sections. In the last part of the book, Jacobs lays out the necessities that all great streets possess, such as places for people to walk comfortably, interesting details and some sort of constant human activity.

Jacobs wrote the book in order to point out examples of great design in the hopes that other planners would take into account what he found when they plan their own streets. Great streets are the building blocks of great cities in much the same way that great sentences make up great novels, or great melodies great songs.

With a study like this around, we can hope that city planners will take heed and ignore the special interests of the powerful industries that want to see cars the dominant presence, and instead design streets that are for people.

- ***Scott Larkin***

The Post-Automobile City

Legal Mechanisms to Establish the Pedestrian-Friendly City, James A. Kushner, Carolina Academic Press, 2004, ISBN 1-59460-001-5

THE POST-AUTOMOBILE CITY
LEGAL MECHANISMS TO ESTABLISH THE PEDESTRIAN-FRIENDLY CITY
JAMES A. KUSHNER

With a title like this, I was looking forward to engaging reading and to learning many practical methods for actually putting into practice what we here at *Carbusters* preach. There's so much theory out there – so many books about how great it would be to have carfree cities – that the book's very down-to-earth subtitle made me think, "here's the how-to guide I've been looking for."

Although, Kushner opens with a warning that a "post-automobile city" is not necessarily a carfree city, my expectations turned out to be too high and the answers I had hoped for were few and far between. Most of the book was either nothing new (for me, anyway), or far too confusing to understand.

Anyone already familiar with the ins and outs of urban planning – including, I assume, most activists and citizens actively engaged in local transit and housing issues – will find little new here.

On the other hand, readers new to urban planning – anyone not already familiar with terms like New Urbanism, zoning, smart growth, transit-oriented development or urban growth boundaries – will have difficulty fishing the useful data from the complicated text.

That's too bad, because there is a lot of useful information buried in there, but there is precious little explication and elaboration. Some of the case studies presented are covered only cursorily, where some extra de-tail would have been of use.

Kushner does describe some real-life methods for creating people-friendly places – woonerfs, urban growth boundaries, car sharing, limited-access streets – but you'll need to follow the footnotes and find the source text to learn more.

In fact, it looks as if the footnotes (which often take up half the page) are the real place to go for information: anyone interested in the history of car domination or solid ideas for establishing people-friendly cities should read Katie Alvord's *Divorce Your Car*, Jane Holtz Kay's *Asphalt Nation*, or David Engwicht's *Street Reclaiming* and *Reclaiming our Cities and Towns*, all of which are referred to extensively.

Other than that, there are lots of interesting statistics about the costs of automobile use, but even that is probably collected better elsewhere.

Also interesting are the descriptions of European carfree housing projects, which obviously impressed Kushner. Readers can mix and match the possibilities for carfree living that would best suit them and their local conditions.

If only there was more information on the actual difficulties involved in implementing such a project – the red tape, permits, how to form a housing cooperative, getting exemptions from parking requirements, etc. – then the book would live up to its promise.

- ***Stephan von Pohl***

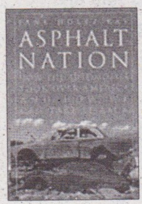
Resources

Source* on DVD
The story of oil in Azerbaijan
See video section for details.

EUR 20 / US$24
shipping included

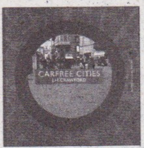
Nonfiction

Asphalt Nation
How the Automobile Took Over America
and How We Can Take It Back
Jane Holtz Kay, 1998, 440 pages
EUR 20, £14, US$23, AU$32, or CZK 580



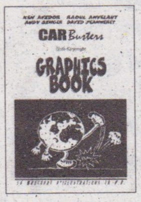
Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is possible.

Carfree Cities
J.H. Crawford, 2000, 324 pages
EUR 30, £21, US$35, AU$50, or CZK 890



An unapologetic argument for carfree cities combined with a detailed and well thought-out plan, *Carfree Cities* outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing Crawford's carfree design in new and existing cities.

Car Busters Graphics Book
Car Busters, 1999, 44 pages
EUR 5, £4, US$6, AU$9, CZK 150

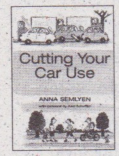


Our graphics book brings together all the best graphics on file at Car Busters from the artists you see in the magazine. Includes information on how to produce attractive posters and leaflets. The graphics can be reproduced freely (for non-profit purposes) by activist groups for their leaflets, posters, newsletters, etc.

Critical Mass
Bicycling's Defiant Celebration
Chris Carlsson, editor, 2002, 256 pages
EUR 20, £14, US$23, AU$32, or CZK 580

A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

Cutting Your Car Use

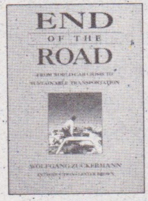


Save Money, Be Healthy, Be Green!
Anna Semlyen, 2000 / 2005, 160 pages
EUR 8.50, £7, US$10, AU$14, CZK 250
Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely. New updated edition.

Divorce Your Car!
Ending the Love Affair With the Automobile
Katie Alvord, 2000, 320 pages
EUR 17, £12, US$20, AU$27, or CZK 500
The ultimate guide to liberating ourselves from our addiction to cars and the automobile culture. Encourages readers to change their own behaviour, and describes how.

Earth First! Direct Action Manual
DAM Collective, 1998, 152 pages
EUR 5, £4, US$6, AU$9, or CZK 150
A comprehensive guide to direct action tactics.

The End of the Road
Wolfgang Zuckermann, 1991, 300 pages
EUR 8.50, £7, US$10, AU$14, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport, restructuring public transport and rearranging our lives.

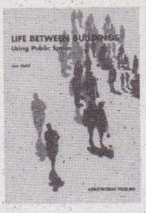
For Love of the Automobile
Looking Back Into the History of Our Desires
Wolfgang Sachs, 1992, 227 pages, hardcover
EUR 35, £25, US$40, AU$68, or CZK 1,180

The Geography of Nowhere
James Howard Kunstler, 1994, 304 pages
EUR 14.50, £10, US$17, AU$23, or CZK 425

Home from Nowhere
Remaking Our Everyday World for the 21st Century
James Howard Kunstler, 1998, 320 pages
EUR 14.50, £10, US$17, AU$23, or CZK 425

Kunstler offers a way back from the "tragic sprawlscape of cartoon architecture, junked cities, and ravaged countryside" that he described in his book *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces for social interaction.

Life Between Buildings
Jan Gehl, 2001, 202 pages, fourth English edition
EUR 17, £12, US$20, AU$27, or CZK 500



A classic is republished and revised. First published in 1971, this book is still the best source for understanding how people use urban public spaces. A standard textbook in many architecture and planning schools around the world, it is still the undisputed introduction to the interplay between public space design and social life.

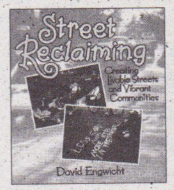
Making Their Own Plans
Brett Bloom and Ava Bromberg, eds., 2004, 128 pages
EUR 11, £8, US$13, AU$18, CZK 325
A compilation of articles about concrete projects seeking to reconfigure an undemocratic, polluted, gentrifying city into a more just and livable place.

New City Spaces
Jan Gehl and Lars Gemzøe, 2001, 263 pages
hardcover: EUR 50, £35, US$60, AU$80, or CZK 1,500
Through colour photos, descriptive text and diagrams, this informative book highlights 39 public spaces around the world that have been won back from traffic.

Placemaking Guidebook
Jenny Leis and Daniel Lerch, eds., City Repair, 2003, 83 pages
EUR 11, £8, US$13, AU$18, or CZK 325
Learn how to follow in City Repair's footsteps, building places where community can happen, right in the hearts of our neighbourhoods.

Public Spaces - Public Life
Jan Gehl and Lars Gemzøe, 1996, 96 pages
EUR 32, £22, US$38, AU$50, or CZK 950
Describes the remarkable improvements in Copenhagen over the past 34 years, and how they were accomplished.

Street Reclaiming
Creating Livable Streets and Vibrant Communities
David Engwicht, 1999, 207 pages
EUR 20, £14, US$23, AU$32, or CZK 580



Celebrates the potential of streets to become vibrant centres of culture and community and shows how you can make it happen. Includes a simple programme to reduce traffic by 30 percent and shows how reducing citywide traffic is as simple as reducing rubbish.

Village Wisdom: Future Cities
Richard Register and Brady Peeks, ed., 227 pages
EUR 17, £12, US$20, AU$27or CZK 500
Reflections on the concept of ecological cities.

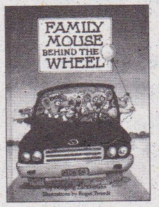
Wise Fool Basics
K. Ruby, Wise Fool, 1999, 96 pages
EUR 11, £8, US$13, AU$18 or CZK 325
Creative direct action techniques – puppets, theatre, etc.

Fiction/Kids

The Age of the Bicycle
Miriam Webster, 1998, 270 pages
EUR 8.50, £7, US$10, AU$18, or CZK 250

Alice in Underland
Wolfgang Zuckermann, 1999
EUR 8.50, £7, US$10, AU$18, or CZK 250

Family Mouse Behind the Wheel



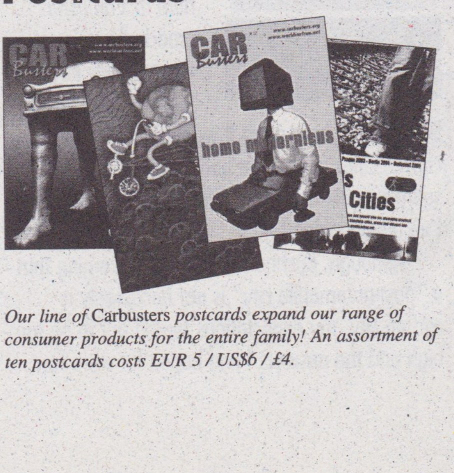
Wolfgang Zuckermann, 1992, 30 pages
hardcover: EUR 8.50, £7, US$10, AU$18, or CZK 250
Colourful illustrated book teaches children the problems of car culture through the eyes of a family of mice who decide to buy a car, with all the consequences...

The Little Driver
Martin Wagner, 2003, 56 pages
EUR 8.50, £7, US$10, AU$18, or CZK 250

"Freesources"

A growing selection of free texts available at <www.worldcarfree.net/resources/free.php>:
- *Energy and Equity* by Ivan Illich
- *Hypermobility* by John Adams
- *The Automobile and Décroissance* by Denis Cheynet
- *Time Pollution* by John Whitelegg
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Motorism* by Daniel James

Postcards



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Videos

Source* NEW!

2005, 77 min., DVD
EUR 20, £14, US$24, AU$32 or CZK 600
The tale of the Baku-Ceyhan-Tbilisi pipeline is a tale of corruption, greed, and Western money flowing into the oil-soaked shores of the Caspian Sea. This documentary takes you to the source of Western oil dependency and the human results of oil policy.

The City Repair Project: NEW! Transforming Space into Place

2004, 13.5 min., DVD
EUR 8.50, £7, US$10, AU$14 or CZK 250
Highlights the incredible work of The City Repair Project in Portland, Oregon, USA, as featured in *Carbusters* #21.

Autoschreck / Car-Fright

1994, English or German, PAL only
EUR 20, £14, US$24, AU$32, CZK 600
Michael Hartmann walks straight over the cars illegally parked on the sidewalk. A documentary about a man discharged from a mental hospital for being perfectly (or at least somewhat) normal.

We Are Traffic!
A movie about Critical Mass

We Are Traffic!

1999, 50 min., PAL or NTSC format
EUR 21, £15, US$25, AU$33 or CZK 620
A chronicle of the Critical Mass bicycle movement, now a monthly ritual in over 100 different cities in 14 different countries around the world.

Return of the Scorcher

1992, 30 min., PAL or NTSC format
EUR 21, £15, US$25, AU$33 or CZK 620
Before automobiles ruled the roads, cyclists were referred to as "Scorchers" because of their blazing speed. Filled with inspiring scenes of bike use around the world. The video that gave us the term "Critical Mass."

Carbusters Press

Bulk Discount: *Ten or more* CARtoons *and/or* Roadkill Bill *books, any combination, for half price.*

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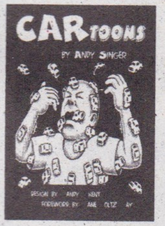
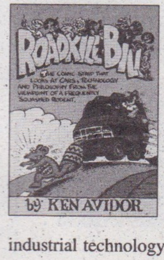
Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 8.50, £7, US$10, AU$14 or CZK 250



CD-ROM: EUR 4, £3, US$5, AU$6.75 or CZK 80
A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics.

Roadkill Bill

Ken Avidor, 2001, 108 pages
EUR 8.50, £7, US$10, AU$14, or CZK 250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by KEN AVIDOR

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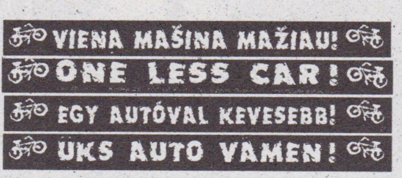

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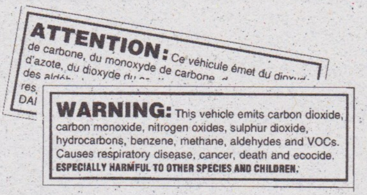
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de carbone, du monoxyde de carbone,
d'azote, du dioxyde du

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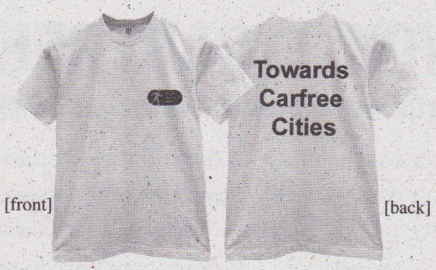

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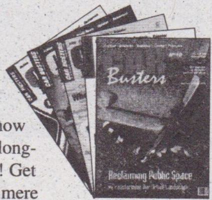

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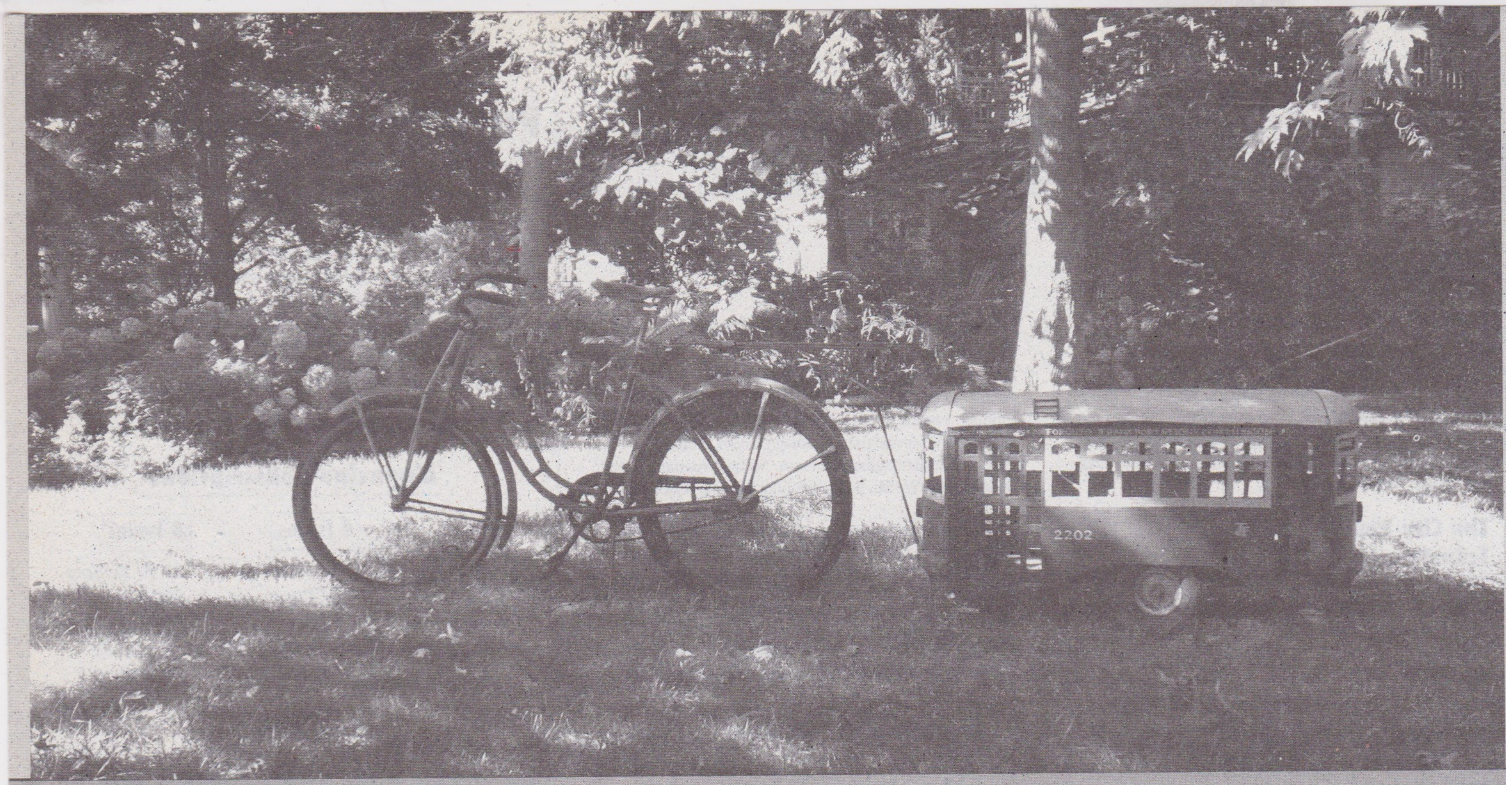
"Parasites"

EUR 8.50, £7, US$10, AU$14 or CZK 250
Black ink on red shirt, white ink on black shirt; men: S, M, L, XL; women: S, M, L



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** or the equivalent in AUD or CND. **Cheques:** We accept US, French, British and Australian cheques made out to Carbusters. Credit card payments: www.worldcarfree.net/resources. Other payment options are listed on p. 29.*

➤ ***World Carfree Network**, Krátká 26, 100 00 Prague 10, Czech Republic - e-mail: info@worldcarfree.net - website: www.worldcarfree.net*

announcements

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Hosting Proposals Sought for Towards Carfree Cities VII

Until December 10, World Carfree Network is accepting hosting proposals for the seventh conference in the Towards Carfree Cities series, which is to be held in 2007. Proposals are not limited to any geographic region.

For details, potential applicants should consult the network's Conference Organising Manual (www.worldcarfree.net/members/manual.php) and Conference Hosting Agreement (www.worldcarfree.net/members/contract.php).

The network's Steering Committee will select a host by January 27, 2006.

Towards Carfree Cities VI: Sept. 19-23, 2006, Bogotá

The dates are set for the sixth conference in the series. Send proposals for presentations and other conference activities to Maria Escallón at <mescallon@ciudadhumana.org>. Information will be posted at <www.worldcarfree.net/conference> as it becomes available.

Stop the Criminalisation of Critical Mass in New York

Since August 27, 2004, more than 650 cyclists have been arrested for participating in New York City's monthly Critical Mass community bike ride. Police have confiscated many of their bicycles.

In response, World Carfree Network has launched an international campaign to support its member organisation Time's Up!.

You can help by sending letters to New York City's mayor and police commissioner, demanding an end to the arrests, by organising screenings of the documentary film *Still We Ride* and by passing out letters at your local bike rides and other events. To send your letter and to learn more, visit <www.worldcarfree.net/nyc>.

Pour en finir avec la société de l'automobile

CarFree France has just released the above title by Marcel Robert as a PDF file, available at <www.carfree.free.fr/pour_en_finir.pdf>.

"For an End to the Automobile Society" brings together the ideas developed on the websites <www.antivoitures.free.fr> and <www.carfree.free.fr>, in the tradition of anti-car pamphlets going back to the 1970s.

HabitatJAM: December 1-3

Leading up to the World Urban Form next June, the government of Canada, IBM and UN HABITAT are holding a 72-hour Internet event for 100,000 people to discuss, debate and collaborate on urban sustainability issues that affect their daily lives. One of the organisers, Linda Nowlan, is looking for experts to participate in one or more of the 30-minute sessions, on various sub-themes. Contact her at <Linda.Nowlan@habitatjam.com>.

Help Promote the Carfree Green Pages

As you may have heard, our on-line directory has been transformed into the Carfree Green Pages, with a new design and detailed listings for over 500 organisations worldwide.

Have a look at <www.worldcarfree.net/greenpages> and check whether your local group(s) is/are listed. Then download one of the Carfree Green Pages banners and place it on your homepage (with a link). This will help us promote this useful resource and World Carfree Network in general.

carfree
GREEN
PAGES

Training Seminar for NGOs: May 22-26, 2006, Tabor, CZ

World Carfree Network will be holding a five-day series of skill trainings and meetings in the Czech Republic from May 22-26, 2006 at CESTA (www.cesta.cz) in Tábor, Czech Republic.

The list of trainings to be offered has not yet been set, but will include topics such as campaign strategy, fundraising, media work and public communication, volunteer coordination, meeting facilitation, etc. Suggestions can be sent to <info@worldcarfree.net>.

The event will include project meetings for Ecotopia Biketour 2006 and the Visegrad Publications Project, among others.

Travel reimbursement will be available for approximately 30 "youth" representatives of World Carfree Network member organisations. (The event is funded as a youth-oriented event – meaning, for those under age 30 – but others are very welcome.)

The event will also include excursions and social events. The event may even be where the network's annual meeting takes place (to be decided by February).

Ecotopia Biketour 2006: Somewhere to Slovakia

In summer 2006 the 17th annual biketour and mobile eco-community will wend its way to Slovakia from either Italy or Lithuania, and then it might just keep on going – to destinations unknown. The tour begins before July 1 and lasts at least six weeks, but people can join or leave anywhere along the way. To learn more, visit <www.thebiketour.net>, where you can stay updated and join the bike tour's discussion list.

Ecologically Sound Travel: January 30-31, Vienna

The conference "Ecologically Sound Travel in Europe" will be held in Vienna, Austria, January 30-31, 2006.

Subtitled "Challenges and Innovations Facing Environment, Transport and Tourism," the conference will be organised within the context of the Austrian EU presidency and in collaboration with various Austrian governmental agencies.

Winners of a best practices competition will be presented at the conference, in the categories of regions and destinations, transport and mobility enterprises, tour operators, accommodation facilities and consumer-orientated initiatives.

For more info, contact: NETS EWIV, Angelika Temper, AR Regionalberatung GmbH; tel: +(43) 1-512-1595; e-mail: <tourismus@oear.co.at>; web: <www.eco-travel.at> (site in German and English versions).

Rural Carfreedom Project

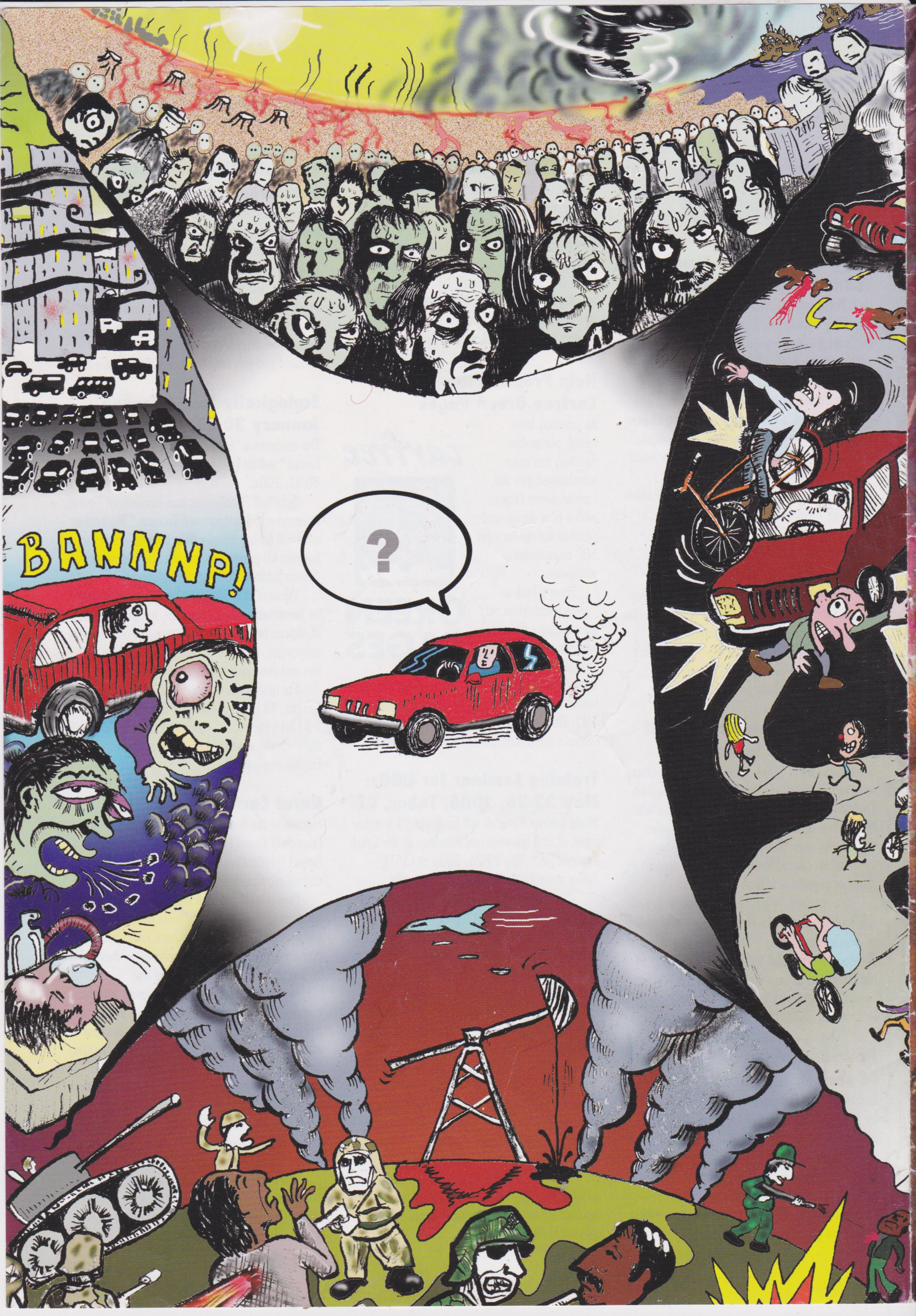
Formed at the recent walk to the protest of the Formula 1 Grand Prix, the Rural Carfreedom Project (*projet Cyclâne*, in French) seeks to set up carfree ecovillages in France and possibly beyond.

Project members are looking for sites of five hectares or more – with at least one building, a nearby train station (10 km max.) and public transport access and far from asphalt – that could be bought or rented for long-term use.

The project intends to mix activities such as farming, production, culture and social events to create an economy of proximity and to develop research and innovation. Infrastructure for bicycles, horses and donkeys and public transportation would be developed in order to make carfree life nice and easy.

For more info, contact François Schneider at <francois@decroissance.org>, or by telephone at +(33) 4-72-00-09-82 or +(33) 6-74-39-21-06.

There are two listservs on the topic: <lists.riseup.net/www/info/villagessansvoiture> (in French) and <lists.riseup.net/www/info/carfreeecovillages> (in English).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